The Hongkong Telegraph.

WEATHER FORECAST
SHOWERY.
Barometer 29.68

(ESTABLISHED 1881)

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August 26th, 1912, Temperature a.m. 78, p.m. 85; Humidity...91, 77. August 25th, 1911, Temperature a.m. 85, p.m., 89; Humidity...76, 68.

No. 8875 第五十月七年子壬 TUESDAY, AUGUST 27, 1912. 二拜禮 號七廿月八英港香

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TELEGRAMS.

THE PIRATE EVIL.

EXTERMINATION CRUSADE.

Result of Hongkong Request.

Reuter's
[Service to the "Telegraph."]

London, August 26.

The "Times" correspondent at Lisbon states that, in response to representations made by the Governor of Hongkong to the Governor of Macao, the Portuguese Government is sending out a cruiser to search all the Portuguese islands and to exterminate the pirates found thereon.

The Government has instructed the Governor of Macao to begin active measures meanwhile.

[It is difficult to imagine that the Governor of Hongkong would expect the Government of Portugal to institute such a search without offering at the same time to co-operate with and lend such assistance to the Governor of a neighbouring Colony as lay in his power. If such a coalition of effort could be brought about, it would undoubtedly lead to the extermination of the pirates, because the forces at the command of the Hongkong Government are very great and would materially assist in bringing about the desired result.]

THE BALKANS.

SERVIA WANTS WAR.

London, August 26.

A despatch from Reuter's Belgrade correspondent says that in consequence of the Turkish attack on Sjenitza a crowd of 5,000 persons paraded the streets of the capital clamouring for war.

BULGARIA IN FIGHTING MOOD.

Reuter's correspondent at Sofia says that representatives of all parties from all the towns of Bulgaria have had a meeting in Sofia. Bellicose speeches were delivered and a resolution was passed demanding the mobilisation of the army, also that urgent representations be made to the Powers regarding the autonomy of Macedonia, and that a declaration of war be made against Turkey if there was no response.

Reuter's correspondent at Constantinople reports that in view of the continued effervescence in Bulgaria regarding the Kotchana massacre, the Czar Ferdinand and M. Guechoff will remain in Sofia.

Turkish officers are determined to resist any suggestions in the direction of decentralisation arising out of Count Berchtold's proposal.

TURKISH ENQUIRY.

Later.

Reuter's Constantinople correspondent states that the preliminary report of the Turkish commission of enquiry into the Kochana massacres shows that the civil and military authorities failed in their duties and that the troops participated in the massacre. The Porte therefore has ordered the court-martialling of the guilty and the distribution of £1,000 among the sufferers.

AN ASSURANCE.

King Nicholas of Montenegro has assured the Powers that no Montenegrin will be permitted to cross the frontier in future.

BRITISH MANŒUVRES.

NO POSTPONEMENT.

London, August 26.

Despite the floods and the lateness of the harvest, it is announced that the manœuvres, fixed for September in East Anglia, will not be postponed. His Majesty the King will be present. He will reside temporarily at Trinity College, Cambridge.

TELEGRAMS.

MOROCCAN TROUBLE.

PRETENDER REPULSED.

Reuter's
[Service to the "Telegraph."]

London, August 26.

Colonel Mangin's expeditionary force to South Morocco came into contact with the advanced posts of El Hiba, the Pretender, ten miles from Sukelarba, and repulsed them, capturing banners and a quantity of ammunition.

Kaid El Glawi has handed over to El Hiba nine Frenchmen. It is not mentioned whether the Consul is among them. El Hiba has promised to protect the Frenchmen and to convey them to the coast.

FRENCH ANXIETY.

Later.

Reuter's correspondent at Tangier states that the question of the delivery of the Frenchmen by El Hiba is causing great anxiety in official circles. There are still vague hopes of saving them, though the negotiations with El Hiba's Khalifa may be momentarily suspended.

The French Government is anxious to avoid an expedition to Marrakesh, not only because of lack of forces but also because of the excessive heat of the district. It is feared, however, that Col. Mangin's success will result in vindictive measures.

THE CHINESE REPUBLIC.

NEW DETECTIVE FORCE.

(From Chinese Sources.)

Peking, August 26.

The Presidential Court is organizing a special force of detectives, with Kong Chin-chung as the head of the force.

BRITAIN AND TIBET.

The British Minister at Peking has informed the Chinese Government that Great Britain will remain neutral regarding the affairs in Tibet.

FIRMNESS WANTED.

Vice President Li Yuan-hong has secretly telegraphed to Pre Yuan asking the latter to maintain a firm attitude in the case of the decapitated Generals Chang Chun-wu and Fong Wai.—"Shat Po.

DR. SUN'S VISIT.

Shanghai, August 26.

Dr. Sun Yat-sen paid a visit to President Yuan on the 24th inst., and had an interesting interview with the President. Dr. Sun Yat-sen remained to dine with the President.

President Yuan has telegraphed to Vice President Li asking him to proceed to Peking to see Dr. Sun Yat-sen, and consult with the latter for a settlement of the crisis caused by the executions of the two Generals.—"Shat Po."

TROOPS REVOLT.

Shanghai, August 26.

On the 24th inst., the troops in Tong Chow, formerly under the command of General Keung Kwai-tai, revolted. President Yuan at once directed the authorities in Tientsin and Paoting-fu to check the advance of the mutinous troops, and suppress them. Great precautions are being taken in Peking.

TO ABOLISH LEKIN.

Chu Kai-ling has requested the Ministry of Finance to abolish all the lekin stations in the various provinces.

A NEW NAME.

The Provincial Council in Chihli has passed a resolution changing the name of the Chihli province into that of Hopeh.—"Sai Kai Kung Yik Po."

TELEGRAMS.

"GENERAL" BOOTH.

71,000 VIEW BODY.

Reuter's
[Service to the "Telegraph."]

London, August 26.

The lying-in-state of the late "General" Booth has been continued to-day, and so far no fewer than 71,000 people have passed the coffin.

The body will be conveyed to the Olympia on Wednesday evening, when Mr. Bramwell Booth will conduct a memorial service. An attendance of 25,000 is expected, including the foreign corps, who will follow the coffin, which will be draped in the flags of the respective nations.

Every town and village in the United Kingdom where there is a Salvation Army corps will be represented.

ROYAL WREATHS.

Later.

Their Majesties Queen Mary and King George have sent wreaths.

THE EASTBOURNE TRAGEDY.

CURIOUS COINCIDENCE.

London, August 26th.

Interest in the recent Eastbourne tragedy has been re-awakened by a police announcement that "Capt. Sicks Murray" has been identified through the handwriting in the letter found in a vase in the house where the tragedy occurred, as the brother of Miss Money, a bookkeeper at a Battersea milk shop, who was found dead in Mersham tunnel on September 24th, 1905, in circumstances hitherto unexplained. "Murray" was formerly a dairyman in London and was not connected with the Army. His relatives were not aware that he was passing under an assumed name, but they did not know much about his movements.

KAISER INDISPOSED

ABSENT FROM MANŒUVRES.

London, August 26.

Reuter's Berlin correspondent states that owing to a cold, accompanied by muscular rheumatism, the Kaiser has been prevented from participating in the annual manœuvres.

This is the first time in his reign that His Majesty has failed to be present at the manœuvres.

ANOTHER SHANGHAI GAOL-BREAKER.

Emil Bauer, who was awaiting trial in the American Consular jail on a charge of embezzling funds from the China Mutual Life Insurance Company at Amoy, broke jail some time on the night of the 20th and one of the Sikh watchmen is suspected of being responsible for his escape. Assistant jailer L. Crowell said that he attended to the five prisoners about eight o'clock on the night in question. After seeing that they were all secure he went to his room upstairs and remained up reading until midnight. He heard no sound below and was surprised when notified by the watchman at 6.30 o'clock in the morning that Bauer had disappeared.

The police of the Hongkew station were notified as soon as Bauer's absence became known, but little hope of his recapture is held out as the prisoner had several hours time to get away from Shanghai before anything was known of his escape.—"China Press."

TELEGRAMS.

THE MIKADO'S FUNERAL.

BRITISH MISSION LEAVES.

Reuter's
[Service to the "Telegraph."]

London, August 26.

Prince Arthur of Connaught and Mission, including Mr. M. W. Lampson, M.V.O., of the Foreign Office, have left for Tokyo via the Trans-Siberian route.

HOME WEATHER.

LOSSES TO FARMERS.

London, August 26.

Agricultural experts estimate that the August rains have already cost the farmers from two to seven millions sterling. They say foodstuffs will be dearer in the winter. The weather prospects are described as the worst possible.

NEW BATTLESHIPS.

PROTECTION AGAINST AIRSHIPS.

London, August 26.

The newspapers state that the battleships in the current year's programme will be provided with curved armoured upperdecks and funnel protection against airships.

THE G. P. O. FIRE.

RESTORING THE WIRES.

London, August 26.

Engineers are working strenuously night and day restoring the fused wires at the new General Post Office in St. Martin's-le-Grand, and it is hoped that the normal telegraph service will be resumed to-day.

THE DISPENSING ARMY.

Strange Disbanding Methods of the Republic.

Mention has already been made of the disbanding of the troops around Shanghai, and further details are now available as to how this is being done, says the "N. China Daily News." Last week soldiers to the number of 750 were brought up from Woosung by train, and upon their arrival they were formed up in the vicinity of North Honan Road Extension, where they handed over their uniforms, and received pay to date as well as a gratuity of one month's wages and the price of a passage to their homes. The same has been done with the soldiers in the other camps near Shanghai, and between 2,000 and 3,000 have by this means been disbanded.

It has been pointed out before that in the light of European practice this is hardly the correct way for the troops to be disbanded, and that in fact they should be escorted to the train or steamer which is to take them to their destination. In the present instance the practice followed appears to have worked fairly well, as only a small percentage of the men have remained behind in Shanghai.

While things have been working satisfactorily up to the present, it is perhaps opportune to call attention to a danger which might threaten the Settlement were the disbanding of troops carried on in times when money is not so plentiful as at present. Already in the days succeeding the end of the revolution Shanghai has been used as a dumping ground for the troops from various quarters, and the investigations of the Municipal Police have shown that many of these stayed in Shanghai for some time after being disbanded. Experience has taught the danger of having a large surplus of idle population on hand, and were a repetition of the dumping process to occur in the future Shanghai might find itself flooded with a class of men who in other parts of the country have shown lawless tendencies.

TELEGRAMS.

PANAMA CANAL BILL.

"A MERE LEGAL QUIBBLE."

Reuter's
[Service to the "Telegraph."]

London, August 26.

The newspapers emphatically decline to accept President Taft's argument anent the Panama Canal Bill, which they regard as a mere legal quibble more worthy of a pettifogging attorney than the President of a great Republic. They point out that President Taft's action is glaringly inconsistent with America's professed faith in treaties.

It is expected that Great Britain will propose the submission of the whole case to The Hague tribunal.

NOTHING TO SAY.

How Mr. J. Pierpont Morgan Baffled the Interviewers.

Mr. J. Pierpont Morgan, on his return to New York from Europe, declined to be drawn.

Taciturn as usual, Morgan firmly repulsed all efforts of the horde of reporters who besieged him on his arrival for an expression of opinion on various public questions.

"Nothing to say," was the financier's remark to inquiries.

"What do you think about Winston Churchill's speech, in which he asked for £5,500,000 for the British navy and frankly threw off the diplomatic muffler in his remarks about Germany?"

"What was that?" asked the banker. He seemed greatly interested and pressed for details of the speech. But when he had been told all about it, he remarked:

"Nothing to say."

"But you've just returned from Germany, Mr. Morgan, where you've been hobnobbing with the Kaiser. You ought to know something about it."

"I know I have," replied Morgan brusquely, "but the Kaiser didn't say anything to me about it. He didn't tell me that he was going to make war with England."

"Did you go abroad to evade a subpœna to appear before the steel and money trust investigating committee?"

"I told you I wouldn't say anything about that, so don't ask me again."

"What do you think of the Bull Moose party, Mr. Morgan?"

"The Bull Moose?" said the banker, "what about them?"

"Why, that is Colonel Roosevelt's progressive party," was explained.

"What do I know about Roosevelt?" was the only answer.

DR. SUN'S CHILDREN.

To Be Educated in America.

Among the passengers who arrived in San Francisco on the Toyo Kisen Kaisha liner, Chiyo Maru, the son and two daughters of Dr. Sun Yat Sen, man of destiny, patriot and first President of the republic of China.

The boy, Sun Fo, 20 years old, and the daughters, Sun Yuen and Sun On, 17 and 15 years old, are coming to California to complete their education. The young man will enter the University of California, and his sisters will take advantage of one of the best schools for girls to round out their common school education and to contract Occidental manners and polish.

The Sun children proved to be very popular passengers on board and they were fairly showered with invitations to visit with passengers who live in various parts of the United States. They accepted the invitation of Mr. and Mrs. W. H. Hay of 820 Burlington avenue, Los Angeles.

TELEGRAMS.

WATERPLANE RACE.

FROM FRANCE TO JERSEY.

Reuter's
[Service to the "Telegraph."]

London, August 26.

In a race between waterplanes, from St. Malo to Jersey and back, four finished, while eight fell into the sea.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The August rains in England are estimated to have already cost the farmers from two to seven million sterling.

During a waterplane race from St. Malo to Jersey and back, eight machines fell into the sea; four finished the course.

The Balkan States are still in a condition of unrest, and Servia and Bulgaria are clamouring for war with Turkey.

Colonel Mangin's force has come in contact with the Moroccan Pretender's advance posts and has repulsed the enemy.

The American transport vessel Liscum has mysteriously filled and sunk outside the old dock at Shanghai, barring the entrance thereto.

The Kaiser is suffering from a cold, accompanied by muscular rheumatism, and is unable, for the first time in his reign, to attend the manœuvres.

It is reported that the battleships for the current year's programme will be provided with a curved armoured upper-deck and funnel protection against airships.

Despite the floods and the lateness of the harvest, the manœuvres fixed to be held in East Anglia for September will take place. The King will be present.

So far 71,000 people have witnessed the lying-in-state of the late "General" Booth. Mr. Bramwell Booth will conduct a memorial service on Wednesday at the Olympia, whither the body is to be removed.

The Press describes President Taft's argument regarding the Panama Canal Bill as "a mere legal quibble, more worthy of a pettifogging attorney than the President of a great Republic." The matter may be referred to the Hague.

Dr. Sun Yat-sen, in a speech at Peking, declared that he intends devoting himself to preaching the establishment of a strong Central Government and the development of economic resources. For the present he will take no active part in politics.

There is a revival of interest in the Eastbourne tragedy through the fact that "Capt. Sicks Murray" has now been identified as the brother of Miss Money, who was found dead in Mersham Tunnel in 1905 under circumstances so far unexplained.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Prince Arthur of Connaught and mission, including Mr. Lampson, of the Foreign Office, have left for Tokyo, via Siberia.

It is reported that rioting has broken out at Tong-chou, near Peking, and that the capital is much disturbed over the matter.

The "Times" correspondent at Lisbon states that as a result of the representations made by the Governor of Hongkong to the Governor of Macao, the Portuguese Government is sending out a cruiser to search all the Portuguese islands and exterminate the pirates thereon. In the meantime the Governor of Macao has been instructed to begin active measures.

LOCAL.

A youth who stole zinc from a godown in Kowloon was sentenced to four days' imprisonment at the Police Court to-day.

For causing an obstruction by depositing a quantity of pig-skins outside his premises, a man was fined $5 at the Police Court to-day.

An Indian was charged, before Mr. J. R. Wood this morning, at the Police Court, with assaulting a Chinese woman. The case was remanded.

For refusing to accept hire, a rickshaw coolie was fined $1, or in default, three days' imprisonment, at the Police Court this morning.

An engineer who has been staying at the Royal George Hotel, Kowloon, reports the loss of his pocket book containing a hundred mark note and steamship tickets and papers valued at $50.

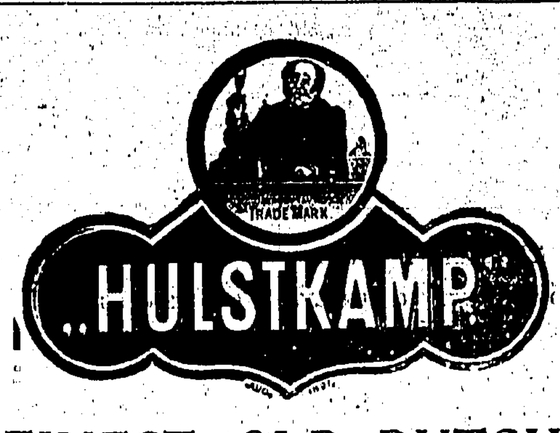
At the Police Court this morning, before Mr. J. R. Wood, four men were charged with being stowaways on board the s.s. Guthrie in Sydney Harbour. The case was formally remanded until to-morrow.

Two further robberies are reported from the Peak as occurring between last night and this morning. The sufferers are the Hon. Mr. H. E. Pollock, K.C., and Mr. A. H. Barlow of the Hongkong and Shanghai Bank.

This morning the case of Mrs. Margaret S. Ogilvie v. Major Watton, of Station Hotel, Kowloon was to have come before the Chief Justice. The case, however, was not called, on account, we understand, of the plaintiff being too ill to appear.

A European named Williams was responsible for having a rickshaw coolie fined two dollars at the Police Court this morning for demanding more than his legal fare. The complainant said that he was fighting this case on behalf of the women of the Colony, and not alone for his wife. The latter was afraid to go out on account of these men.

Notice



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GIN & LIQUEURS.

FINEST OLD SCHIEDAM

$14.00 per Case of 12 Quarts

INCLUDING DUTY.

SAMPLE BOTTLES FREE

LIQUEUR GLASSES

GRATIS

to regular buyers on application to the

SOLE AGENTS FOR SOUTH CHINA.

MACEWEN, FRICKEL & CO.,

4, DES VOEUX ROAD.

THE

SCIENCE OF ADVERTISING.

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad.?—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results.

ADVICE:—Insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money. True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "it is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why?

Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason and it can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the largest circulation, I must advertise in all the papers? Quite so. If you think.....!

Shipping

BRITISH INDIA S. N. CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "OKARA," 5,201 tons, Captain F. L. Moth, will be despatched for YOKOHAMA and KOBE on the 7th September, at Noon, to be followed on the 11th September by S.S. "FAZILKA," Captain Commack, taking Cargo and Passengers at current rate.

WESTWARD.

The S.S. "ITOLA," 4,151 tons, Captain Tucker, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 28th August, at Noon, followed by S.S. "MUTTRA," Capt. H. Carey, on the 9th September, at Noon, taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215,
Hongkong, 24th August, 1912 [147

Notices

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.
Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [42

Hotels

HONGKONG HOTEL

A LA CARTE GRILL ROOM.
Now Open.

J. M. TAGGART,
Manager.

Hongkong, 20th April, 1911. [25

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEANLINESS, AND COLD DRINKS.
UNDER EUROPEAN SUPERVISION.

Tel. 197.

F. REICHMANN, Proprietor.

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ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

For particulars and rates apply to PROPRIETORS.
Telephone, 170 Telegrams "Astor." [24

OPEN AIR SKATING RINK
at
BELLE VIEW HOTEL

Telephone No. 907.

Sessions: 10 A.M. to 12 NOON, 2 P.M. to 4 P.M. Admission 25 cents.
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.

String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [26

KING EDWARD HOTEL.

A FIRST CLASS HOTEL.
Under European Management.
Electric Light and Lifts.
Latest Improvements.
Reasonabe Rates.

Telephone 373.

H. HAYNES,
Manager.

Hongkong, 1st Aug., 1912. [55

THE TAIWAN RAILWAY HOTEL.

TAIPEH, FORMOSA.

Under the Direct Management of the Taiwan Railway Dept

EXCELLENT CUISINE AND GOOD SERVICE. RATES 6 YEN AND UP.

Uniformed hote. porter meets all trains and steamers. Luggage arranged for without any trouble to guests.

Hongkong, 1st Feb., 1912. [132

Diss Bros
TAILORS

1, WYNDHAM STREET (Flower St.) ESTABLISHRD 1900. [48

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong 16th August, 1901. [56

THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 50,000 square miles.
TWO and a half million people facing starvation.
PLEASE SEND YOUR CONTRIBUTION TO-DAY.
IT WILL HELP TO SAVE LIFE.
Treasurer, H. C. GULLAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th January, 1912. [141

Notices

EVERYBODY'S DOING IT, DOING IT
doing
WHAT
drinking
ISUAN
WHY
because it is
THE MOST DELICIOUS NATURAL MINERAL WATER IN THE WORLD.

CHINA COMMERCIAL COMPANY.
3, Duddell Street. Tel. No. 1208.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOGENOUS WELDING.
repair of boilers and hulls, welding of cracks.
Renewing of corroded plates by addition of metal
Welding of broken pieces of any kind of metal
OFFICE: St. George's Building, 3rd Floor. Telephone 1088. [46

GUINNESS' STOUT,

THE WELL-KNOWN

"HORSEHEAD,"

BRAND.

Sole Agents,

CALDBECK MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN and KUALA LUMPUR.

Hongkong, 25th January, 1912 46

DRAGON CYCLE DEPOT

The PROPRIETOR of the DRAGON CYCLE DEPOT, 24 Des Vœux Road, in the Colony of Hongkong, has been appointed SOLE AGENT for the well known OVERLAND MOTOR CARS. Several models have been ordered and are due to arrive early in October. The OVERLAND has the LARGEST SALE in ENGLAND of ANY AMERICAN MADE CAR and is sold at popular prices. Tel. 482.

Entertainment

VICTORIA THEATRE.

THE COOLEST HALL IN TOWN.
2 Performances Daily:—
7.15 p.m.....Pictures Only.
9.15 p.m.....Full Programme.
Matinees:—
Saturdays: .....4.30 p.m.
Sundays:.....6.00 p.m.

THE BEST FILMS.

Last Week of
Hongkong's Favourites.
SAM GALE
LITTLE SADIE
MYRA JAMES.

Hongkong, 26th Aug., 1912. [562

WM. POWELL, LIMITED.

FURNISHING DEPARTMENT
NOW SHOWING
THE LATEST DESIGNS
IN
PRINTED TABLECOVERS
FAST COLOURS.

LARGE STOCK
OF
CRETONNES
FOR
CURTAINS, DRAPERIES
AND
LOOSE COVERS
MODERATE PRICES.

William Powell,
Limited
FURNISHER.

Notices

SAVE YOUR EYES.

If your sight is failing, or your eyes trouble you come in and have them examined.

It costs you nothing.

WE ARE PRACTICAL OPTICIANS.

And can grind any lense, or make a screw to a pair of Spectacles on the premises. Don't throw your frames away; have them repaired by

N. LAZARUS,
OPTICIAN.
1A, D'Aguilar Street, Hongkong

PEAK TRAMWAYS CO LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	8.00 a.m.	Every 15 min
8.00 a.m. to	10.00 a.m.	,, 10 min
10.00 a.m. to	11.00 a.m.	,, 15 min
11.30 a.m. to	12.45 p.m.	,, 15 min
12.45 p.m. to	1.15 p.m.	,, 10 min
1.15 p.m. to	1.45 p.m.	,, 15 min
1.45 p.m. to	2.15 p.m.	,, 10 min
2.15 p.m. to	5.00 p.m.	,, 15 min
5.00 p.m. to	8.10 p.m.	,, 10 min

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.		
8.00 a.m. to	10.30 a.m.	every 15 min.
10.30 a.m. to	11.00 a.m.	,, 10 min.
11.45 a.m. to	12.00 noon	,, 15 min.
12.00 noon to	1.00 p.m.	,, 10 min
1.00 p.m. to	5.00 p.m.	,, 15 min.
5.00 p.m. to	6.00 p.m.	,, 10 min.
6.00 p.m. to	7.00 p.m.	,, 15 min.
7.00 p.m. to	8.10 p.m.	,, 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 3rd Nov., 1911.

OUR CONTEMPORARIES.

Daily Press.

Confused Terms.

In these days of pronounced Imperial sentiment when much is being done to make the various component parts of the British Empire realise that they form, or should form, one homogenous whole, having a community of interests, it is to be regretted that there are those who forget, not only historical obligations, but modern needs, by continuing to refer to "English" and "Englishmen" as if these terms represented "British" or "Britons." We are all aware that this is a grievance which is bitterly felt in Scotland, and by the sons and daughters of Scotia in all parts of the Empire, and we are also aware that they display their resentment whenever they are given the opportunity. It is common knowledge that even the most Anglicised statesman who crosses the Tweed on a political mission has to remember, if he does not wish to be rudely interrupted in his speech, that he must employ the correct description of the United Kingdom. Should he make the slip of saying "England" when he means "Britain" or "Great Britain," he is promptly called to order, and is made to realise when using the wrong term that he is needlessly wounding the susceptibilities of the Scottish people. It is not to be supposed, of course, that people who speak of England when they mean Great Britain or Great Britain and Ireland, or, perhaps, the whole Empire, do so with any intention of hurting the feelings of the Scots or of the Irish or of the Welsh or of these young vigorous nations overseas; but, whatever the intention, there can be no doubt that by using the provincial term "England" they do annoy a large proportion of their fellow-subjects who cannot call themselves English.

South China Morning Post.

The Cattle Trade.

We are glad to find that the closest and most complete investigation is being conducted by the authorities in the Philippines in regard to the supply of cattle for consumption in the islands. Last week we learned that representatives of firms interested in the exportation of cattle from Indo-China were in Manila seeking to arrive at some understanding which would satisfy the authorities as to the excellence of the supply from that country. Not long ago Philippine experts spent some days here, and in Canton, studying the local situation, and now we learn that the government is going still further afield, for an authority on this question is proceeding to Formosa on a similar line of inquiry. . . . We are anxious to see the volume of business between Hongkong and Manila vastly increased, and the cattle trade is no insignificant item to be scorned in these dull days of commercial stagnation. The publication of facts, after careful inquiry, may awaken confidence in our ability to handle the trade again to our mutual benefit.

China Mail.

Shipbuilding Trade in Great Britain.

The advance of the quotations for new shipbuilding, due to the higher cost of material and increase in wages, has had a tendency to check the number of orders placed at Home recently. There is, nevertheless, a greater volume of tonnage actually in progress than at any previous period ever recorded by Lloyd's Registry in their quarterly returns. In view of this high degree of activity, it is gratifying to note that a more reasonable spirit is beginning to prevail among the trade-unionists, as evidenced by the settlement of the demarcation question. It is true that there are clouds ahead since the shipbuilding agreement automatically expires soon, and there is always the possibility of trouble in connection with the renewal of such agreements. It is to be hoped, however, that the threatened difficulties will be satisfactorily overcome.

GENERAL NEWS.

Bangkok and Cholera.

Quarantine restrictions against the port of Bangkok on account of cholera are withdrawn.

Tientsin Race Club.

Training was to begin yesterday, the 26th, for the Autumn Meeting of the Tientsin Race Club.

Buffs Captain Retires.

Captain J. M'B. Ronald, The Buffs, latterly serving with the depot at Canterbury, has elected to take his retired pay after a service of 16 years in the regiment.

F. M. S. Rinderpest Ended.

Rinderpest having ceased to exist in Kampong Semin, Lubok China, and in the Negri Sembilan, the prohibitions relating to the movement of cattle in both these districts have been rescinded.

Sikhs Ask for More Pay.

The Sikhs of the Kelantan Military Force petitioned the Government some time ago for an increase of pay, which was favourably considered. The approved increase was drawn last month.

Railway Accident in Honan.

A bridge near Chengchoufu, in Honan, on the Peking-Hankow Line was broken when a train was passing over it on the 20th inst. Two carriages fell down into the Chialuho river. Forty persons were more or less seriously injured and eight persons were killed.

Tungmenghui or Kunghotang?

A leading Shanghai member of the Tungmenghui has stated that Gen. Chang Cheng-wu was not a member of the Tungmenghui, but was one of the leading members of the Kunghotang, of which body Vice-President Li Yuan-hung is the head. "The Tungmenghui," he says, "takes up this case, because it affects the principles of a free country."—Exchange.

Japanese Volcano in Sudden Eruption.

A Nagano report says that Mt. Asama emitted ashes about 10 minutes on the 7th inst. They fell upon Kamishina in that Prefecture. The mountain is still emitting smoke. A later despatch from Nagano says that twelve light shocks of earthquake were felt, followed by a greater one the next day in that Prefecture, owing to the activity of Mt. Asama, which has been emitting ashes. The ashes covered the ground by one inch at Yunohira.

Quinine in the Philippines.

One million doses of quinine were distributed free of charge in the sections of the Philippines afflicted with malaria during the past fiscal year. Of this amount a quarter of a million was distributed in the province of Ambos Camarines, where there has always been large amount of fever annually. The difference in conditions during the past year was marked says the "Cablenews American," as a result of this distribution, as there were only 561 cases of the ailment as compared with 777 the previous year.

Telegraph Rates in British Columbia.

That telegraph profits in British Columbia are excessive and that adjustment of rates is badly needed was an opinion expressed by Mr. W. A. Macdonald, K.C., at a meeting of the Board of Trade railway and freight rates committee recently held at Vancouver. Mr. Macdonald has been gathering data on the subject and is sure of his ground. In view of this fact the committee has decided to appear before the Railway Commission and to bring the question of the telegraph rates in British Columbia to the attention of that body. — Vancouver "World."

Indigo from Ceylon.

Among last month's exports figured 14 chests of indigo, manufactured at Lagos estate, Kalutara—the first fruit of the introduction of a new industry into Ceylon, says the "Ceylon Observer." The Indigo plant at Lagos is ready for another cutting, and manufacture will be resumed there in a few days. The Clyde Tea and Rubber estate will shortly put 100 acres of a new clearing into indigo. Dr. Cuntze's new place, Penihela estate, near Vevangoda, has also been planted out in indigo, and the factory erected there by Messrs. Macdonald and Co., is finished, and manufacture at Penihela will be started in a couple of weeks or so.

THE PEKING EXECUTIONS.

Some Interesting Points of View.

The "Eastern Times" published a leading article on this subject the other day. It begins by stating that President Yuan had more men praising him than denouncing him during the first few months of his office. He has still many admirers, but those who belittle him are now not fewer in number. Among these latter people, are found two classes. One class is composed of men who opposed Yuan. They have no power to subdue Yuan, so they envy and hate him; they are afraid of him too, hence they are trying hard to denounce Yuan and thereby to ruin him. They other class bear no ill-will towards Yuan. But as they expected too much of him, their utterances are unconsciously severe, considering that he has retained the old habits of the mandarins, and has acted with a view to smoothing the appearance and fitting the present condition only. "Seven months have now passed, and our nation is not more stable than at the time when the Government was not established. Would Yuan truly remain inactive then? The killing of Chang Cheng-wu on the 15th came as a thunderbolt. Yuan is still the old unfathomable Yuan."

Chang's Execution.

The paper next analyses the question of whether Chang's execution was justifiable. "Three different opinions are expressed. Some say Chang was innocent, some that he has deserved death, and yet others maintain that whatever may have been Chang's crime, the manner of his execution was unsatisfactory. The most forcible one seems to be the last of the three opinions. Such summary execution would be unsatisfactory in case of common people. As to Chang, Mr. Yuan called him a military officer who could be executed by martial law. Yuan ordered Chang's execution and a funeral of a General to be accorded to him; the order was issued by the Ministry of War. Thus even if he should be questioned, Yuan can base his answer upon this ground. As to what military offence had been committed by Chang, the Vice-President's telegram should be a sufficient answer."

The Legal Aspect.

The concluding portion of the article goes on to touch upon the question from a legal point of view; and it then states that the first point which should be cleared up is whether Chang Chengwu was a military officer or not. Surprise is expressed that a man, as brave and resolute as President Yuan, should have hesitated to use a strong hand so long; "for no one in this country would dare to resist his authority. Was he playing the waiting game, so that he might extirpate all the undesirables in due course when their worthlessness has become apparent to all?" The people are warned not to commit rash acts and prove to be just as Yuan expected.—"N.-C. Daily News."

CHEAP BOARD.

Where Nice Young Men Were Much Wanted.

The management of the Hotel Virginia, Long Beach, recently issued urgent invitations to 100 eligible young men of Los Angeles, offering practically free room and board for a month as inducement to become guests.

The cause of the unusual offer is the fact that fully 100 young and healthy maidens, with their parents or chaperons, were guests at the hotel, and not half a dozen young men worth while were included.

The young ladies came from the interior cities of the State, Arizona and from Los Angeles. They became desperate at last and issued an ultimatum to the management and to their parents and chaperons that unless sufficient young men as escorts and companions at swimming, bathing, tennis, golf, motoring and dancing appeared soon, they would leave for other parts.

The hotel offered a rate of $25 a month for room and board to a certain list of perfectly nice young men. The regular rates are $5 a day and up, the lowest $100 a month.

GREAT EXPOSITION.

Japanese Government to Spend A Million Dollars Gold.

In the fragrant palm garden of the liner Shinyo Maru, beneath festoons of American and Japanese flags, the other morning, San Francisco bade royal welcome, through civic and military representatives, to the Exposition Commissioners of the Japanese Imperial Government, Haruki Yamawaki and Yoshokatsu Katayama, delegated to select a site for the Japanese exhibit which will be one of the notable features of the Panama-Pacific International Exposition.

The reception accorded the distinguished visitors from the Orient was exceptionally impressive and marked by a true spirit of cordiality and good will. The commissioners expressed sentiments which, with hearty handclasps, cemented under new circumstances, the friendly feeling existing between the two great powers, and made the announcement that Japan will spend $1,000,000 in its participation in the event of 1915.

The occasion was particularly important for the reason that Japan is the first of the foreign nations to send authorized representatives here. In a strong statement Chairman Yamawaki of the commission, who is a director of the Department of Agriculture and Commerce, gives the assurance that Japan will do its utmost in helping to make the exposition the success it is to be.

He pointed out that the two great motives of Japan's action in rallying immediately to the support of the exposition were its gratitude to the United States and a desire for further amicable relations between the Mikado's realm and this country.

In formally welcoming the high Commissioners, Mayor Ralph spoke briefly, saying:

"It is my pleasure to have the honour of extending to you gentlemen a hearty welcome to San Francisco and the shores of America. Our city is open to you and the most cordial greeting that we can express is yours."

The Japanese and the committee then repaired to automobiles, entering the cars as the cavalry and the police stood at attention. To the music of the mounted band the entourage proceeded up Third Street, out Market and to the Fairmont Hotel.

Arranging the Plans.

Commissioner Yamawaki issued a formal statement, which was as follows:—

"This is my second visit to America, the first having been on the occasion of the World's Fair at St. Louis in 1904. I came here then as the Japanese Commissioner to that exposition.

"Since that time I have been very much interested in investigating the characteristics of the American people, which Professor Munsterberg has named in his famous work. The Americans have the spirit of self-initiative, the spirit of self-protection and the spirit of self-assertion.

"While the time of my stay in your country on this occasion will be very short and will be absorbed by my official mission, I shall, nevertheless, be very much pleased to study the noble spirit of your people through direct touch with all classes of Americans. So much for my own part.

"My official mission, of course, is to consult with the exposition authorities about the site of the Japanese pavilion and garden which Japan will erect at your fair, and to consider any other points which may come up pertaining to the participation of my Government and its people in your 1915 exposition.

"There are two big motives why we do this—why we hope to spend nearly $1,000,000 in helping to make this fair a success:

"The commercial relations between America and Japan are becoming increasingly important every year. Now, we must catch every possible occasion to encourage these relations for the benefit of both peoples. This is the best assurance which we have of that mutual understanding which renders the peace of the world more effective.

"For fifty years Japan has owed a great deal to the kindness of your Government and people. So the Japanese Government and its people are always anxious to respond."

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POSITION WANTED by Young Eurasian girl. Willing to make herself generally useful. Can sew and take care of children. Sleep in or out. Now disengaged. "Help," c/o this paper.
Hongkong, 24th Aug, 1912. [517

WANTED. Nursery Governess to take care of and teach two children. Reply giving references and salary desired, J. G H., c/o "Hongkong Telegraph."
Hongkong, 23rd Aug., 1912. [615

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Hongkong, 22nd May, 1912. [381

AMERICAN PHYSIQUE

Interesting Pedigree Question.

In connection with the Olympic games, it has been brought out that four years ago an investigation was made of the pedigrees of the athletes who made up the American team, with a view to finding out how far they were the descendants of the early settlers and how far they were foreign born or of foreign-born parents. The result of the investigation, says the "Boston Advertiser," showed that while some of the athletes could trace their ancestry back from the beginning of the Republic, the great majority belonged to the families of those who had come more recently to this country, and some athletes had been born under other flags. Having this view, the eagle has been cautioned not to scream too loudly at its crop of world beaters.

This line of argument, which points to the conclusion that the American of long standing cannot hold his own with the children of more recent comers is a fallacy. The American family, which has its roots deep down in the soil and, at the same time, has shown vigour, makes a tremendous deal of education. The boys usually find their way to college.

Business Ends Sport.

While they are working for their degrees, those who are best endowed physically carry the college colours on track and field, but, when they settle down to the serious work of their business or profession, they do not have the time to keep themselves as fit for athletics as they did when they were in college. How well they might do in the events in which they have won prizes and medals is never known for they stop training and competition some years before they come to the time of greatest physical perfection. The athletes who are most prominent on the Olympic teams are recruited for the athletic clubs even more from the college graduates.

Were there any way in which to measure the physical ability of the college athletes, when they reach the age of 25 or 26, there can be little doubt that their records would show them to be the physical equals, if not the superiors, of any men in America. It is foolish to declare that the American climate or the American conditions of life do not produce men as vigorous as any in the world, until some way is found of testing the young men who are two or three years out of college and hard at work. What indications there are to be had point to the superb physical endowment of that part of the human race, which may be truly called a product of the United States.

No doubt you are full of interest

to know what will shortly appear in

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"HONGKONG TELEGRAPH."

BIRTH.

NELSON.—On August 18, 1912, at Kobe, Japan, the wife of Greville Thomas Nelson of a son.

The Hongkong Telegraph.

HONGKONG TUESDAY, AUGUST 27, 1912.

CHINA'S RAILWAY PROBLEM.

More than passing significance is to be attached to the protests from the South, and from Canton in particular, against the revival of the idea of nationalising China's provincial railways. That these protests should be forthcoming, is by no means surprising, especially so when it is remembered that this very question of railway nationalisation was one which did much to precipitate the Revolution which eventually led to the overthrow of the Manchu Government. It is well to recall now, that, when the Manchu officials floated their scheme for State ownership and control of the railways, the arrangement was bitterly opposed, not only in Canton and the South generally, but also at points so far removed therefrom as Kirin. There was, in fact, a national agitation of disapproval aroused. The Peking authorities did all they knew to stem the rising tide, local officials being instructed to impress upon the people the exceeding benevolence of the Throne in thus relieving them of the cost of building the lines, and of all the responsibilities connected therewith. This specious form of argument, however, did not appeal to the thousands of country people and gentry who had invested their money in local railways, and who had a holy dread of Officialdom and all that they believed it meant. Hence was it that, in no lengthy period of time, the agitation took on a serious aspect, culminating in rioting, which, in turn, led up to the more stirring events of the Revolution.

The important point to note about the developments which we have roughly traced above, is that the opposition was largely, if not altogether, based on mistrust of Government officials. Then it was a case of the people's lack of faith in the integrity of the Manchus. Since those days the Manchus have gone, and, in their stead, Republicans sit in high places. These latter are popularly supposed to be far more *of the people* than were the officials of the old regime. Yet, when they come forward with a like proposal, there is the same spirit of antagonism aroused. An interesting situation, truly. On the face of it, there might be read into this latest agitation on the part of the people an equal measure of distrust in the Republican officials as was manifested against their predecessors. If this be the correct deduction to be drawn from present developments, it is a sorry state of affairs, for until the people can be brought wholeheartedly to trust the officials, or, to express it in another way, until the officials are men of such probity of character as to merit deep confidence, there can be no real, solid progress for China. We say this quite apart from the wisdom or otherwise of the nationalisation scheme, which, so far, is certainly somewhat nebulous in character.

It is pertinent in connection with this matter to note the attitude of Dr. Sun Yet-sen on railway questions. It is well-known that he dreams of a day when China will be covered with a net-work of rails, but he, too, resents undue Government influence. His great idea is that the trunk lines, the provincial and the inter-provincial systems can be, and should be, built without Government interference. He aims at private control, or, at most, provincial control, and is credited with developing a scheme whereby private capital shall be employed to construct lines with freedom from vital interference from Peking or elsewhere. What this scheme is, the public does not yet know, but, in view of the revival of opposition to the nationalisation proposal, its details will be awaited with deep interest. Our own idea is, that, not by Government encouragement, nor by monetary contributions from the merchant or gentry classes, can the problem be solved satisfactorily. Foreign money and foreign engineering skill—and both can be had—will provide the only real solution of the question.

DAY BY DAY.

We are greater dupes to our own weakness than to the skill of others.

Left To-day.

Mr. and Mrs. F. Graham left by the s.s. Persia to-day for America.

Mails Arrived.

The following mails arrived to-day:—s.s. Haimun from Swatow and Amoy; s.s. Yuen-sang, from Manila.

Mr. E. A. Irving Still Unwell.

Mr. E. A. Irving, J.P., still being ill, Mr. J. R. Wood again presided at the first Court, this morning.

Shipping Movement.

On the first column of Page 7 will be found a summary of vessels advertised to arrive and depart to-morrow. This feature will be continued daily.

Leave of Absence.

Leave of absence on private affairs, to the neighbouring countries, is granted to Captain G. H. Addison, R.E., from 10th September to 13th October, inclusive.

Kaitan Mining Administration.

The total output of the Administration's mines for the week ending August 10 amounted to 27,252 tons and the Sales during the period to 21,293 tons.

German Mail.

Messrs. Melchers & Co. inform us that in future the German Mail steamers homeward bound will be despatched from Hongkong on Wednesdays at 10 a.m. instead of at noon as before.

Mr. Bolles Leaves.

Mr. J. W. Bolles, manager of the Standard Oil Company in Hongkong, left to-day by the s.s. Persia for America, via Siberia, where he is going for five or six months' vacation.

Pig-skins on Pavement.

A man who deposited a quantity of pig-skins outside his premises was fined $5 by Mr. J. R. Wood, at the Police Court, this morning, for thereby causing an obstruction.

Alleged Assault.

An Indian was charged before Mr. J. R. Wood at the Police Court, this morning, with assaulting a Chinese woman. The case was remanded so that witnesses could be called for the defence. Prisoner had to remain in police custody.

Theft of Zinc.

A sentence of four days' imprisonment was passed by Mr. J. R. Wood, at the Police Court, this morning, on a youth charged by L. S. Wills with stealing zinc from a godown in Kowloon.

Library Return.

The following is the return of visitors to the City Hall Library and Museum for the week ending the 25th August:—

	Library.	Museum.
Non-Chinese	418	156
Chinese	193	3,137
Total	611	3,293

Lost His Pocket Book.

An engineer who has been staying at the Royal George Hotel, Kowloon, reports to the police that he has lost his pocket book between the Station Hotel and Canton Villas, Kowloon. The pocket book contained a hundred mark note and steamship tickets and papers valued at $50.

PRETENDED MOTHER.

Chinese Woman Admits That She Gave False Testimony.

Hong Shee, a Chinese woman, Lee Gim Len and Lee Gim Dip, Chinese men, have been arrested by United States Marshal Elliott on a warrant charging conspiracy to defraud the Government. The young men who claimed to be native American citizens, went to the immigration office recently for the purpose of arranging for "return certificates" to enable them to land in America without delay on their return from a visit to China that they intended to make. The woman attended them and swore that she was their mother and that they were natives of the United States. The men swore likewise. It was subsequently ascertained by the immigration officials that she was not even a relative of the men, and when they pressed her on the subject she admitted the falsity of her testimony.

ALLEGED STOWAWAYS.

Found Aboard the Guthrie in Sydney Harbour.

At the Police Court, this morning, before Mr. J. R. Wood, four men were charged with being stowaways on board the s.s. Guthrie, in Sydney Harbour.

Mr. Master, of Messrs. Johnson Stokes and Master, said:—I appear to prosecute four men for stowing away on board the Guthrie, a steamship of Messrs. Butterfield and Swire's. The men were brought back on the s.s. Changsha from Sydney, where they were arrested. They were found on board the Guthrie in Sydney.

Mr. Wood:—After the Guthrie had arrived in Sydney from Hongkong?—So I believe.

Not before she was leaving?—No. They were found leaving the ship.

After the arrival?—Yes.

The ship had made a journey from Hongkong to Sydney?—Yes.

And these men were found leaving the ship?—Yes.

Paid No Fares.

And they had not paid their fares?—They had not paid. I will ask your Worship to put the question of guilty or not guilty. If they plead not guilty I will ask for a remand; and, if they plead guilty, I will ask your Worship to reserve sentence.

Mr. Wood:—Where does she sail between?—Manila and Queensland Ports.

Suppose, then, these men got on at one of the other ports?—It is an offence to obtain a passage from anywhere without paying the proper fare.

They are charged with being on board the Guthrie in Sydney?—I understand, if your Worship will remand the case, there is a chance of getting some aiders and abettors through the instrumentality of the prisoners; so, without hearing the case at all, I ask your Worship to remand the case until the Guthrie returns. I am handicapped as your Worship can see until the Guthrie returns.

Supposing I put the charge as it stands?—As a matter of fact they all admit joining the ship at Hongkong.

How the Charge Should Read.

That is not the charge. The charge is "being on board in Sydney on 3rd August." What the charge should be is, being on board the Guthrie from Hongkong Harbour with intent to obtain a passage without payment?—Yes, your Worship; that is how it should read.

When did the Guthrie leave Hongkong?—On or about 12th July.

I will amend the charge.—The second defendant has expressed his ability to pick out a man, now in Hongkong, who put him on board in Hongkong; and, if he is allowed to remain in the police custody, he will go with the police and point this man out. A remand until to-morrow morning in police custody will give us a chance. The Government here and the Government in the Commonwealth are determined to put this down and the latter has now special provisions for dealing with the matter.

The case was formally remanded until to-morrow, prisoners to remain in police custody.

CASE ADJOURNED.

This morning the case of Mrs. Margaret S. Ogilvie of Knutsford Terrace v. Major Walton of Station Hotel, Kowloon, was to have come before the Chief Justice, Mr. W. Rees Davies, K.C., who, this week is sitting in Summary Jurisdiction to take cases which the Puisne Judge is precluded from taking on account of the lengthy trade mark case.

The claim put forward by Mrs. Ogilvie is for $32.67 for damage done to furniture and effects hired from the plaintiff at Renny's Mills on May 7, for which the defendant was responsible for breakage.

However, the case was not called on account, we understand, of the plaintiff being too ill to appear.

The case has been adjourned.

Manila Striker Sent to Gaol.

Emilio Reyes, one of the striking cigar makers of the Tabacalera factory, for assaulting one of the workmen who refused to remain out, was sentenced last Friday by Judge Camus, to suffer twenty days' imprisonment in Bilibid.

LABOUR TROUBLES.

Registrar-General's Comments on the Printers' Strike.

Mr. E. R. Hallifax, Acting Registrar General, in his report for the year 1911, makes the following comments on labour troubles in Hongkong during last year:—

A serious strike of the printers and compositors occurred towards the end of the year. The trouble originated in the office of the "South China Morning Post," in an assault by a European on a Chinese employe, and was nursed by the agitators of a powerful guild which controlled the "hands" of practically all the sections of the printing trade of the Colony.

It was difficult to discover exactly what the grievance was: as by far the larger number of the men seemed satisfied and unwilling to join in the strike, and there was no sympathy with the strikers in the Colony, and even Canton found it necessary to exhort the men to return to work.

No Real Grievance.

It appeared in fact that there was no real general grievance, and that the strike was engineered by agitators who put their own curious interpretation on the revolutionary doctrine of "independence" and wished to show the power of their guild: and they seized on the opportunity offered by the small trouble already mentioned. All the printing business in the Colony was affected for several weeks: the Chinese presses had to close down entirely for want of hands, but the European concerns by dint of great efforts on the part of their foreign staffs continued their work and showed that the assistance of the strikers was not indispensable to them. Finally there was a general resumption of work—in a few cases on rather better terms, but generally on the same conditions as before: while a few of the more troublesome men lost their appointments altogether. The two leading agitators were banished during the course of the strike—as being mainly responsible for the use of intimidation—and the resumption was somewhat delayed by the men's demand that they should be pardoned before work could be resumed. The demand was not granted: and the main result of the strike has been seriously to weaken the power of the guild.

Shipwrights' Strike.

In June the increased cost of living led to an application by the shipwrights of the dockyards at Hunghom for an increase in wages, and on their demands being refused by the masters, a general strike of shipwrights in Kowloon and Victoria followed. The masters at first refused any compromise and though they were eventually persuaded by Messrs. Wei Yuk and Fung Wa-chun to meet the men's representatives, no settlement was reached, and the strikers were locked out. At the end of July, however, the masters finding their new hands unsuitable, gave in to the men's demands.

This strike was closely connected with a strike among the shipyard carpenters at Aplichow, where the arrest of two agitators led to a general strike. The dispute between masters and men was, however, soon compromised.

There was also a short strike of the members of the blackwood workmen's guild, who demanded more favourable terms from their masters, to which the latter eventually assented.

RICKSHAW COOLIE FINED.

A trumpet major, named Elliott, summoned a rickshaw coolie to appear at the Police Court, this morning, for refusing to accept hire.

Complainant said that he was stationed at Knutsford Terrace, Kowloon. The defendant ran towards him, but, on getting within twenty yards of him, he turned round and ran away. He lived six minutes from the ferry and he had given the rickshaw coolies the legal fare—five cents. People who could afford it gave more than five cents.

Defendant was fined $1 or, in default, three days.

TRADE MARKS CASE.

Remarkable Number of Exhibits Produced.

The trade marks case entered on its fifth day of hearing this morning, before Mr. Justice Gompertz sitting in original jurisdiction. The case is not without interest, for it involves a question as to whether certain characters are used by the whole of the grass cloth trade to denote different qualities of grass cloth, or whether the characters are the exclusive property of one firm. The Lam Fat Shing Firm claim that the characters are generally used by the trade and move for the rectification of the register of trades marks as regards the marks of the Wo Lee firm who claim the characters as their exclusive property. Besides its length, the case is remarkable by reason of the number of exhibits brought into court. Altogether there were about one hundred exhibits produced, including labels bearing the trade marks, rolls of cloth and books.

Mr. Potter urged that the application of a user in China was of no use at all in a motion to expunge a trade mark from the register. If the contrary were law, no man's trade mark was safe, because, however innocently he put the mark upon the register, a man might come from another country and say the mark had been used by him for some years past.

Or he might say that the mark was common to the trade and must come off the register. If such were the law a man would have no safety for his mark. As far as the evidence of a user in Hongkong was concerned he would submit there was no evidence to justify his Lordship in holding that the mark was common to the trade.

Mr. Alabaster:—All seven of them?

Mr. Potter:—All seven of them. Do you draw any distinction between them?

Mr. Alabaster:—I don't know if you do.

Mr. Potter:—If you do I will answer them.

The Three Mark Rule.

Continuing Mr. Potter said that as to the evidence of users in Hongkong there were three firms, about 1890, using these marks. The three mark rule would not make the marks common to the trade, and common to the trade was, what he understood in the case, common by reason of the user and not common by reason of the description. If the mark was common at all it was common by reason of the user; it was not open to the trade by reason of its peculiar meaning. So, putting his friend's case at its highest on the Hongkong evidence, he had only proved a user of that mark. It was clear that shortly after 1890 only two people used the mark. At the present day, according to the applicant's own evidence, there were only three persons using the mark. Of course, as a matter of fact, they could not take the plaintiff firm as user in this question at all because one of the questions that would have to be decided eventually was whether the present plaintiff had any right to use the mark. There was an action against the plaintiff already for infringement.

1842 or 1911?

Mr. Alabaster:—That is inadmissable. There may be an action for infringement against us, but it cannot hold as an argument against us that he is threatening us with an action.

Mr. Potter:—I don't say that it does. But, putting my friend's case at the highest, there are three people using the marks. My friend's client started to use them in 1911.

We started to use them long before that; seventy years ago.

Mr. Potter:—From your own evidence you started in 1911.

The case was proceeding as we went to press.

OMINOUS RETICENCE.

We learned this morning through the courtesy of the police that a robbery had taken place last night. Where it took place, whose house was invaded, what, if anything, was stolen, was not vouchsafed.

From *private* sources we have learned a few of the facts with reference to which the police are silent. The Peak accounted for two robberies last night.

NOTES AND COMMENTS.

The Canal Controversy.

The controversy aroused by the provisions of the Panama Canal Bill has been advanced a stage by President Taft's latest action in attaching his signature to the measure and sending up to Congress a suggestion that a resolution be passed to the effect that the Bill is not considered by the U. S. Government as a violation of Treaty. The arguments which the President advances, in the course of his memorandum defending the discriminatory clauses of the measure, are clever but far from effective, and we are not surprised that they are already dubbed mere legal quibbles "worthier of a pettifogging attorney than the President of a great Republic." After all, the fairness of the Bill can easily be tested. President Taft himself admits that the Hay-Pauncefote Treaty provided that no discrimination should be made by the United States that would act against other nations. Does the present Bill give to American shipping advantages which are not to be enjoyed by the shipping of other nations? Yes. Then there can be no questioning the point that the Bill seriously violates the Treaty.

Lack of Foresight.

It may seem hard, or "absurd", as President Taft puts it, that, after the construction, maintenance and defence of the Canal, the United States should find itself shorn of the right to deal with its own commerce in its own way, but that is a development which should have been foreseen by those who negotiated the now famous Treaty. Foreign nations, and Britain in particular, as the greatest maritime Power in the world, have their rights safeguarded under the Treaty. And there will surely have to be more weighty reasons put forward than have been advanced by President Taft ere they consent to surrender those rights. We note that it is now suggested that the question be referred to the Hague Tribunal for impartial settlement. This is a wise suggestion, and one which is far to be preferred to the proposal that foreign nations be permitted to test the validity of the Bill in the U. S. Courts.

Wanted—a Railing.

We do not so greatly admire the condition of that part of the Connaught Road near the Yaumati ferry wharf. Over a very large proportion of the road lie heaps of ballast, sand, etc., and these can hardly conduce to the comfort of foot-passengers who, in conformity with local custom, must, whether they will or no, walk in the roadway to suit the convenience of bamboo-bearing coolies who claim an exclusive right to the covered pavement. At this particular point the road is, we fancy, a trifle wider than elsewhere; (a fact, however, which does not stand in the way of the likelihood of these sand-heaps' gradually extending right across to the kerb.) Since junks must necessarily unload here, would the erection of an iron railing be so very expensive a matter? Such a rail, running parallel to the water's edge at a distance of about ten feet from it, might possibly keep these heaps from encroaching beyond reasonable limits, and from being—as, at present they are—a danger to those who trust themselves in a rickshaw at night along this ill-lit thoroughfare.

Dr. Sun's "Socialism."

In our leading article to-day the question of Governmental control of China's railways is dealt with. Incidentally, too, the attitude of Dr. Sun Yat Sen towards nationalisation is touched upon. He is, it appears, in favour of private control. He wishes to have the lines constructed by private capital. One has no quarrel with him on that score, but one seems to remember that, not so long ago, he was an avowed Socialist. One of the first planks in the Socialist's platform is the nationalisation of railways, and, if Dr. Sun rejects that, his Socialism does not go very deep. Or it may be that he has wisely decided that China can very well do without Socialism for quite a time to come. Either way, it is good for the new Republic. She has plenty to do in settling down to practicalities without squandering her energies upon wild theories.

SPECIAL CABLES.

SUN YAT-SEN.

HIS FUTURE WORK.

(Our Own Correspondent.)

Shanghai, August 27.

Dr. Sun Yat-sen, speaking to members of the principal political parties in Peking, declared that he desired to see Yuan Shih-kai remain as President, and he would work to that end.

He intended to devote himself to preaching the establishment of a strong Central Government, and the development of the economic resources of the country, and especially of railways.

He would not take any active part in politics for the present.

SHANGHAI DOCK MYSTERY.

AMERICAN TRANSPORT SINKS

(Our Own Correspondent.)

Shanghai, August 26.

The American transport vessel Liscum filled and sank outside the old Dock last evening.

The men aboard left the ship as she was filling. The cause of the mishap is unknown.

The sunken vessel bars the entrance to the Docks.

TROUBLE NEAR PEKING.

A RIOT REPORTED.

(Independent News Agency.)

Tokyo, August 27.

A telegram received from Peking states that rioting has taken place at Tong-chou, near the capital, and that Peking is much disturbed over the happening.

[From our Chinese telegrams it will be seen that it is the troops at Tongchou who are causing the trouble.]

WANTED MORE.

Rickshaw Coolie who Asked for More Than His Fare.

A European, named Williams, late of the Goal Staff, prosecuted a rickshaw coolie before Mr. Melbourne, this morning, for demanding more than his legal fare.

Complainant stated that he engaged the defendant to take him from Blake Pier to Saint Francis Street. Witness was accompanied by his wife and child and he paid fifteen cents for the three rickshaws; that the being fare he was legally responsible for. The defendant asked for more he he created a row and caused a large crowd to gather.

Mr. Melbourne:—The man says he only asked for cumshaw.

Complainant:—H has no right to ask for cumshaw.

Mr. Melbourne:—What actually happened?

Complainant said that he was fighting this case for the sake of the women of the Colony, not only for the sake of his wife. His wife was afraid to go out on account of these men.

Mr. Melbourne:—What actually happened?

Complainant:—I paid him, and he said that it was not enough, and started to make a row. You know what these Chinese do.

Defendant was fined $2.

UNIVERSITY OF HONGKONG.

We are informed that 41 candidates entered their names for the Entrance Examination to the University, and that 39 attended. The Board of Examiners have passed 22 of those students and they will accordingly be admitted as members of the University. In addition to the above a considerable number of students who are exempt from the Entrance Examination—by virtue of having, assed the London University Matriculation or the Senior Oxford or Cambridge local examination—have applied for admission, and practically the whole of the students of the College of Medicine will transfer to the University, so that it is expected that the University will open with at least 50 to 60 students.

A list of the successful students is posted at the University and a copy can be seen on application to the Registrar at the office of the Director of Education. Each student will be also informed by letter whether he has passed or failed.

MORE ROBBERIES.

Thief Who Had a Narrow Escape Last Night.

Last night robbers were again busy on the Peak, the sufferers on this occasion being the Hon. Mr. H. E. Pollock, K.C., and Mr. A. H. Barlow, acting submanager of the Hongkong and Shanghai Banking Corporation.

In the case of the latter the intruder appears to have had a narrow escape indeed. About 4.10 o'clock this morning Mrs. Barlow waking saw a man on the verandah to the bedroom. She roused her husband, but the thief had taken alarm and bolted. The police were at once telephoned to, and about 5 a.m. an officer was on the spot from the Central Station.

On making an examination of the apartment Mr. Barlow found that a lady's gold wristlet watch and a silver card case had been stolen. On the verandah silver backed hair brushes were found, having been been left there by the thief. Judging from the fact that only the bedroom was touched, it is believed that the thieves had only just started operations when they were disturbed. Nothing was missing from the other rooms.

In the case of the Hon. Mr. H. E. Pollock, K.C., we understand that an entrance into the house was effected last evening and that a considerable quantity of goods was stolen.

For reasons of policy, we refrain from publishing anything further in reference to this particular burglary.

SANITARY BOARD.

House Cleansing Operations in the City.

A meeting of the Sanitary Board was held this afternoon at the offices of the Board, when Mr. E. D. C. Wolfe presided.

Among the business dealt with was some correspondence relative to the cleansing of houses in the European reservation and the whole of No. 3 Health District.

Mr. Bowley minuted:—The cleansing should include all kitchens and quarters occupied by servants and coolies and caretakers, whether in the main premises and domestic, or not.

In a minute, the Head of the Sanitary Board said that the general cleansing committee consisted of the H.S.D., the M.O.H. Messrs. Ng Hon-tsz and Chan Kai-ming.

Mr. Bowley asked if the periodical cleansing included the domestic quarters in European houses? Was the cleansing annual or every four months?

The H.S.D. in a minute to the M.O.H. said:—Do you agree to the circulation of the minutes to the Board stating (a) that it is proposed to extend house cleansing operations in the City to the European residences and the whole of No. 3 Health district, the house cleansing operations to be confined to the cleansing of compradore's offices, godowns, coolie quarters, etc. This would include Caine Road and thereabouts. What about West Point and East Point Godowns? (b) Lime washing might also be compulsory in the European residences, the kitchens, coolie quarters, etc. This entails an alteration of the bye-laws.

The M.O.H.—I agree to (a). I do not think (b) is necessary in view of the powers contained in No. 4 of the Domestic Bye Laws.

Application for Exemption.

The Head of the Sanitary Board minuted relative to the applications for exemption of ceiling removal within an infected area:—At a meeting of the Board held on 2. 7. 12 I stated that I proposed to submit all further applications for exemptions from ceiling removals within an an infected area to the Board. I have now received a number of applications for exemptions from an infected area in Kowloon and I propose therefore that:—"The select committee to deal with the prevention and the migation of epidemic and endemic and contagious diseases, viz, the H.S.D., the M. O. H., Messrs Ng Hon Tsz and Chan Kai Ming, be authorised by the Board to consider and deal with such applications providing the members of the committee are unanimous. Should they not be unanimous their views will be circulated for the consideration of the full board." The object of the resolution is to deal expeditiously with non-contentious applications viz;—where applications are granted or refused unanimously.

The President's Leave.

The President in a minute said:—H. E. the Governor is prepared to grant me twelve months leave commencing Sept. 25, 1912. During my absence Mr. R. O. Hutchinson, who has acted as Head of the Sanitary Board on a previous occasion, is to take my place.

Training of Nullahs.

Correspondence was read relative to the report of the committee to consider the recommendations for the training of nullahs during 1913.

The Colonial Secretary wrote as follows:—I am directed to acknowledge the receipt of your letter S.B.O. 3172. 12 21 June, transmitting the report of the select committee appointed to consider the recommendations for the training of nullahs during the year 1913. In this connection I am to enclose for the Board's information a report upon the training of nullahs in the Magazine Gap area by Colonel Bedford, then P.M.O., Major Pyne R.E., and H. T. Jackson, P.W.D., and to state that the Government consider it necessary to spend a portion of the amount, which will be appropriated for nullah training next year, upon some of the works therein recommended.

The recommendations of the committee include the training of nullahs at the Military Sanitorium.

Mr. Bowley minuted:—The draft report should be considered by the members of the committee before being submitted to the board. This was not done in this case; refer back to the committee.

The Pokfulum Area.

A letter was read from the Government relative to permits for obtaining building material and turf from the Pokfulum catchment area:—With reference to your letter of June 6 forwarding a resolution adopted by the board concerning the issue of permits for obtaining Building material and turf from the Pokfulum catchment area, I am directed to inform you that the Government regret that they cannot see their way to give effect to the resolution referred to."

Mr. Bowley:—The grounds for the resolution should be laid before the Government for their consideration.

Dr. Fitzwilliams:—It would seem that the reason for the request could not have been adequately brought before the notice of the government. We are now faced with:—

(1) Refusal of the government to close the area for financial reasons.

(2) The disregard of the promise of His late Excellency, Sir Frederick Lugard, with reference to new buildings on the area.

(3) The presence of extra pollution of the area by coolies under a government licence.

MIKADO'S FUNERAL.

The Ceremonies in Tokyo.

Writing from Tokyo a correspondent says.—Up this way all are in mourning over the death of the Emperor and things are very quiet. They are making great preparations for the funeral which is to be in olden style with 5 oxen pulling the 4-ton weight car on which the coffin will rest. The roads have to be specially prepared for fear this weight might strain them and break them down and so result in an accident to the royal bullock car. After the ceremonies in Tokyo the coffin will be conveyed to Kioto by specially built train for interment there.

Enquiries made as to whether Mr. Secretary Knox, who is to represent the United States at the funeral of the late Mikado, is likely to extend his trip so as to include Hongkong, elicit the fact that he will visit no other place in the Far East beyond Japan, and that he will return direct to America at the conclusion of the funeral ceremonies.

To-day's Advertisement

The Chairman of the Yorkshire Aero Club Gives his Experience of an

OVERLAND MOTOR CAR

Read this Extract from a wholly unsolicited testimony of a Motorist of High Standing and Large Experience.

LEEDS, June 17, 1912.

Dear Sirs,

As a motorist with a personal experience of a dozen makes of cars, I can truthfully say that my best investment for the money spent has been the 20 h.p. Overland, on which **I have done upwards of 12,000 miles.** I got this car a year ago last March, and during the past 16 months I have never had to lay it up for overhauling or any serious repairs.

I can get **55 miles an hour** out of her, and can keep up 35 to 40 miles per hour for touring without the least strain or undue vibration. I find her wonderfully elastic, and when in busy traffic can slow down on **top gear to two or three miles per hour.** I consider the control and springing excellent.

In connection with aviation, this car has had to do some pretty rough work, including 30 miles of sprinting across the rough Stray at Harrogate on the occasion of the "Daily Mail" Flight. It takes hills and roads as smoothly and as splendidly as it did when I bought it.

This is the first time I have met with an American car that has not worn itself out, or, at any rate, seriously deteriorated its mechanism, after more than a year's work. I had calculated that it was cheaper to buy a new Overland every year than to spend three times the sum on an English car which I might not want to keep after the third year, but I am glad to say my present Overland is running far too well for me to deem a second Overland necessary.

Besides my Overland I have one expensive English car and a well-known Italian car, but **from the standpoint of a return on one's investment, I can easily place the Overland first.** The engine is so reliable—never having been down yet—**the cost of tyres so slight—and the petrol consumption at 23 to 26 miles per gallon** so ridiculously low.—Yours truly,

(Signed) STUART A. HIRST, Chairman.

P.S.—You can refer anyone thinking of an Overland to me for further particulars. I log every journey my car does, and I therefore have the fullest information of what my Overland has done. The engine, though never taken down yet, and though choked with carbon deposit (so I suppose), is still pulling excellently. My chauffeur **did Apperley Lane (a two miles climb north-west of Leeds) on top** last night, and I myself have nearly managed it on top several times. I have never known any car to do Apperley Lane on top before—and this for an Overland after sixteen months' roughest wear.

For Specifications and Prices: Apply to the Sole Agents,

THE DRAGON CYCLE DEPOT

24, Des Voeux Road.

GAOL BREAKER.

At the Police Court, this afternoon, before Mr. J. R. Wood, a Chinese named Lam Sing, was charged with escaping from Victoria goal in February, 1911.

A Chinese detective said that, acting on information he had received, he proceeded to Temple Street, and there found the defendant in a doorway. He arrested the prisoner and, on the way to the station, the latter became violent and witness had to blow his whistle for a man's assistance.

An interpreter said that he read the charge over to the prisoner this morning and he (prisoner) said "I escaped from the prison last year."

Chief Warder Passmore said:—On 13th Feb., 1911, between two and three p.m., the defendant Lam Sing escaped from prison.

Mr. Wood:—When was he last seen in your gaol?—He was last seen about two p.m.

Who saw him?—Warder McLeod.

Who was in charge of the gaol?—At that time, Chief Warder Pierpoint.

Who discovered he was missing?—Warder Ellis.

Is he here?—He is in the prison.

How is it he is not here?—I will call him your Worship.

Wait a minute. What have you got there?—Only his convictions, your Worship.

Mr. Passmore said the prisoner was serving a sentence of four years; three were for larceny and one for returning from banishment.

Defendant said he had no questions to ask.

Warder McLeod said he was in the gaol on the date in question about two o'clock. He recognised the man as convict No. 517. He was then serving a sentence in the gaol, he believed the period was four years. Warder Ellis discovered he was missing and told him about a quarter past two. He had a search made for him and he found that prisoner had escaped.

Warder Ellis said the prisoner was in a working party, but at about two twenty-five he was missing. He reported the matter to the Chief Warder.

Defendant had no questions to ask.

Prisoner was committed to the next Criminal Sessions for trial.

It is stated that the prisoner had twice escaped from the Macao gaol and last night tried hard to get away from the cell at Yaumati.

DON'T FORGET.

To-day.

Bandmann Opera Co., Theatre Royal.

Wednesday, Aug. 28.

Bandmann Opera Co., Theatre Royal.

Thursday, Aug. 29.

Property Sale, Mr. G. P. Lammert.

Bandmann Opera Co., Theatre Royal.

Civil Service Cricket Club annual meeting, 6 p.m.

Friday, Aug. 30.

Crown Land Sale, P. W. D. 2.30.

Property Sale. Messrs. Hughes and Hough, noon.

To-day's Advertisement

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

ON

WEDNESDAY,

the 28th August, 1912, at 10 a.m.

At Army Ordnance Stores,

Queen's Road East,

The following Government Stores

At the Arsenal Yard:—

Engine Oil, Zinc Sheet, Port, Starboard and Masthead Lamps, Smith's Tools, Fencing Helmets, Drawing Instruments, Measuring Tapes, Iron Hooks, Screw Lifting Jacks, Old Electric Cable, Brass, Cupronickel, Gunmetal, Copper, Lead, White Metal, Zinc, Steel, Cast, Wrought and Galvanized Iron, Leather, Ground Sheets, Blankets, Tarred and Plain Canvas, Rope, Deosootie, Bunting, Woollen Rags, Old Wood, Iron Drums and Cylinders, Paint Kegs, Packing Cases, &c., &c., &c.

Also a quantity of old clothing.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

Terms of Sale:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 27th Aug., 1912. [619

WANTED.

WANTED. Permanent Boarders for well-furnished pleasant rooms, with attendance and home comforts. Upper Level. Tennis would suit 3 friends, or married couple, or, can be let singly. Apply "Social," c/o "Hongkong Telegraph."

Hongkong 27th Aug., 1912. [618

DAIRY FARM NEWS.

Dining out this evening. Bridge? No; Poker. That means a late night? Yes, and a thirsty morning! and KIPPERED HERRING for breakfast AND an excuse for a cocktail or two at eleven.

August 12, 1912.

HUMPHREY, TAYLOR & CO.

DISTILL BETTER LIQUEURS IN ENGLAND THAN CAN BE MADE ABROAD.

HUMPHREY, TAYLOR'S LIQUEURS ARE NOW BEING supplied to H. M. the King.

Their STARBOARD LIGHT (Peppermint) and PRICOTA are world-famous.

GARNER QUELCH & CO.

SOLE AGENTS. *Tel. 636.*

"THREE CASTLES" CIGARETTES

We could make them Cheaper

BUT WE WON'T

We would make them Better

BUT WE CAN'T

W. D. & H. O. WILLS,

BRISTOL & LONDON.

"KING GEORGE IV." Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

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Hongkong, 24th August 1912

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Sailings from Hongkong and Quebec.

"E. of Japan"	Satur.	Sept. 14	"Allan Line"	Fri.	Oct. 11
"Montcalm"	,,	Oct. 5	"E. of Ireland"	,,	Nov. 1
"E. of India"	,,	Oct. 26	"Allan Line"	,,	Nov. 22

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokosama and Victoria, B.C.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. Craddock, General Traffic Agent,
32] Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'HAI, KOBE & MOJI	...NAMSANG*†	....Saturday, 31st Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG*	...Saturday, 31st Aug., Noon.
MANILA	YUENSANG*...	Saturday, 31st Aug., 2 P.M.
SHANGHAI v. NINGPO	...HANGSANG†...	Sunday, 1st Sept., D'light.
TIENTSIN	CHEONSHING*...	Monday, 2nd Sept., 4 P.M.
MANILA	LOONGSANG *...	Saturday, 7th Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, via Chingwantao.

§ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215. General Managers. [8

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers.	Date of Departure.
SHANGHAI, N'SAKI, KOBE & YOKOHAMA	DEN OF CLAMIS* ...	About 5th Sept.
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE.....	,, 1st Oct.

* Does not carry passengers.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
AGENTS. [94

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,

HONGKONG-CANTON LINE.

HONGKONG TO CANTON — CANTON TO HONGKONG

TUESDAY, 27th AUGUST.
10.00 p.m. "FATSHAN." — 5.00 p.m. "KINSHAN."

WEDNESDAY, 28th AUGUST.
8.00 a.m. "HEUNGSHAN." — 8.00 a.m. "HONAM."
10.00 p.m. "KINSHAN." — 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651 — S.S. "SUI AN." Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 1st SEPTEMBER.

The Company's Steamship,

"SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N. B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING." 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL MANSIONS (FIRST FLOOR),
Opposite the Blake Pier. [50

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination.	Steamers and Displacement.	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ & PORT SAID ...	MISHIMA MARU, Capt. A. E. Moses, T. 16,000 / KAGA MARU, Capt. Tabusa, T. 12,500	WEDNESDAY, 28th Aug., at Daylight. / WEDNESDAY, 11th Sept., at Daylight.
VICTORIA, B.C., & SEATTLE via KEELUNG, S'HAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & Y'HAMA	§INABA MARU, Capt. S. Tominaga, T. 12,500 / §SHIDZUOKA MARU, Capt. Irizawa, T. 12,500	TUESDAY, 27th Aug., at 4 P.M. / TUESDAY, 10th Sept., at 4 P.M.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, T. 9,600 / KUMANO MARU, Capt. M. Winck'er, T. 9,600	FRIDAY, 30th Aug., at Noon. / FRIDAY, 27th Sept., at Noon.
KOBE & YOKOHAMA	HITACHI MARU, Capt. Yamawaki, T. 13,000	WED'DAY, 28th Aug., at 5 P.M.
BOMBAY v. SINGAPORE & COLOMBO	BOMBAY MARU, Capt. Noguchi, T. 5,000	MONDAY, 2nd September.
N'SAKI, KOBE & YOKOHAMA...	KUMANO MARU, Capt. M. Winckler, T. 9,600	WED'DAY, 28th Aug., at Noon.
SHANGHAI, MOJI & KOBE	‡WAKASA MARU, Capt. Nielsen, T. 12,500	WEDNESDAY, 28th August.

§ Fitted with new system of wireless telegraphy.

‡ Cargo only.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st class	$135	$122	$108	$95
2nd class	$ 81	$ 75	$ 65	$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to
Telephone Nos. 292 & 1261,
5] T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO...	"KAIFONG"	27th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	29th ,, 4 P.M.
NINGPO & SHANGHAI	"HUPEH"	30th ,, 4 P.M.
SHANGHAI	"ANHUI"	31st ,, M'night.
WEIHAIWEI & TIENTSIN ...	"KUEICHOW"	31st ,, 4 P.M.
MANILA, CEBU & ILOILO ...	"TAMING"	3rd Sept. 4 P.M.
SHANGHAI	"CHENAN"	5th ,, 4 P.M.
SHANGHAI	"LINAN"	7th ,, M'night.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE ..... "CHANGSHA" ...30th Aug., 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

☞ MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft; Electric Fans fitted.

☞ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single $45. Return $75.

NEW SERVICE.

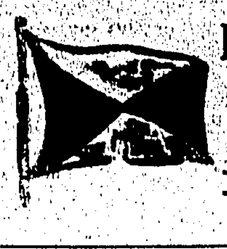
SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Telephone No. 36. Agents.
Hongkong, 26th August, 1912. [8

Shipping



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	MONDAY, 2nd Sept., 4 P.M.
ZAFIRO...	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 7th Sept., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong 26th August, 1912. [14

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjiliwong	JAVA...	2nd half Aug.	JAPAN	1st half Sept.
Tjilatjap	SHANGHAI.....	1st half Sept.	JAVA...	1st half Sept.
Tjimahi	JAVA.....	1st half Sept.	SHANGHAI ...	1st half Sept.
Tjitaroem.....	JAPAN...	1st half Sept.	JAV	2nd half Sept.
Tjibodas	JAPAN...	2nd half Sept.	JAVA	2nd half Sept
Tjimanoek	JAVA.....	2nd half Oct.	JAPAN.....	2nd half Oct.
Tjikini	JAVA ...	1st half Oct.	JAPAN	1st half Oct.
Tjipanas	JAVA ...	1st half Oct.	SHANGHAI ...	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Building. [15

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	...21,000.....	H. S. Smith.....	Sept. 10th, Noon.
S.S. "Chiyo Maru"	.....11,000.....	W. W. Greene...	Oct. 8th, Noon.
S.S. "Nippon Maru"	...21,000.....	A. G. Stevens ...	Oct. 29th, Noon.
S.S. "Tenyo Maru"	...21,000.....	E. Bent	Nov. 5th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post officer.

The steamer "Shinyo Maru" will be despatched for SAN FRANCISCO via KEELING, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on TUESDAY, the 10th Sept., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).

Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing.
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.
Kiyo Maru	17,500	Saturday, February 1, 1913.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, *Agent.*
13] (KING'S BUILDING Opposite Blake Pier)

Going Home?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the costis £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £48 to London (return ticket £74) and to San Francisco £ 25 SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:

* Persia	9,000	Tons	Sailing	Aug.	27th,	at 1 p.m.
Korea	18,000	,,	,,	Sept.	3rd,	at 1 p.m.
Siberia	18,000	,,	,,	Sept.	17th,	at 1 p.m.
* China.....	10,200	,,	,,	Sept.	24th,	at 1 p.m.
Manchuria...	27,00	,,	,,	Oct.	1st,	at 1 p.m.
* Nile	11,000	,,	,,	Oct.	15th,	at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (opp. Blake Pier) FRED. J. HALTON. *Telephone No. 141*
Hongkong, 1st August, 1912. Agent. [569

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong, 23rd May, 1911. [6

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING

Hongkong, 1st May, 1911. [61

LOG BOOK.

Ship Suffers from Volcanic Eruption.

Tacoma, Wn., July 26.—The barge St. James, Captain R. D. McRae, is in port to-day with ore for the smelter, badly disfigured by the experience at Kodiak, Alaska, while Mount Katmai was in eruption. All the paint is ruined by the gas fumes and the metal badly eaten. Over 200 tons of sand and ashes fell on the deck of the boat.

Japanese Ship-building.

It is reported from Tokyo that three battle-cruisers which are now being built for the Imperial Navy at Nagasaki, Yokohama, and Kobe are to be sister-ships of the Kongo, which was launched in England on the 18th instant. The principal armament of these vessels, which consists of eight 14-inch guns, or 13.5 in calibre, together with 16 6in. guns will probably be constructed at the Muroran Steel Foundry. The Kongo is an armoured cruiser, laid down in 1911. The names of her sister ships will be Hiyei, Kirishima and Haruna. All four vessels are to 27,000 tons displacement, and will have turbine engines of 64,000 h.p.

C.P.R. Columbian Coast Service.

The British Columbian coast service of the C. P. R. has completed arrangements to lay up the big ferry Princess Charlotte, Capt. Griffin, for a few days in order that she may be given a short overhauling. It is understood that the Charlotte will be withdrawn from service next Sunday. She is to be floated into the Esquimalt drydock and will remain there for three or four days. Every section of the ship will be cleaned and painted, while she is in dock, and when she resumes the triangular run she will be in first-class condition.

While the Charlotte is overhauling the Princess Alice will be withdrawn from the night run to Victoria and placed on the triangular route. The Princess Royal, Capt. Gilchrist, which is now the relief boat of the B. C. coast service, is to fill the place of the Princess Alice on the night run to the capital.

Suggested Improvements at Manila Port.

New custom houses for Manila and Iloilo are urgently asked for by the acting Collector of Customs at Manila, Mr. J. S. Stanley in his report for the fiscal year 1912. Among other recommendations are the purchase of a modern revenue cutter for patrolling the waters of the southern islands, and construction of adequate and suitable buildings at the immigration detention station at this port. Improvements of Manila harbour and of the Pasig river to allow additional berthing space and better protection are also included in the collector's recommendations. A request for two new piers and construction of a cargo shed connecting piers 3 and 5 are made a part of recommendations submitted; also that a cargo shed be constructed on the wharf at Cebu. The acting collector also recommends, says the "Manila Times," that the improvement of the Iloilo river be continued as rapidly as available funds will admit.

Gallantry of a Seaman Recognised.

The Lord Mayor of Manchester (Mr. S. W. Royse) recently presented Andrew Sedgwick with a silver medal in recognition of his bravery and the help he gave to the sufferers by the earthquake at Messina in December, 1908. The medal had been given by the King and Government of Italy, and it was at the request of the British Board of Trade (represented in Manchester by Mr. W. H. Hudson) that the Lord Mayor, who was accompanied by the Lady Mayoress, made the presentation. At the time of the disaster Sedgwick was a seaman on board the steamship Aforwen, of Cardiff. The reason why the presentation of the medal was so long delayed is due to the fact that after getting back to England Sedgwick changed ships, and has since been sailing to and from foreign ports. He is 34 years of age and a native of Stockton-on-Tees. His mother and brother and other relatives came to see him honoured. The Lord Mayor complimented him on his bravery and the Lady Mayoress pinned the medal on his breast.—Manchester Guardian.

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

TO

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama :	For Havre & Hamburg : S.S. GOLDENFELS... 1st Sept.
„ O. J. D. AHLERS 28th Aug.	For Havre, Rotterdam & Hamburg : S.S. BRISGAVIA.....5th Sept
„ C. F. LAEISZ ...13th Sept.	For Havre, Bremen & Hamburg : S.S. SUEVIA ....12th Sept
„ ARCADIA.....24th Sept.	For Marseilles, Havre, H'burg & Ant. S.S. PRUSSEN .....16th Sept.,
„ SCANDIA.....10th Oct.	For BOSTON & NEW YORK : S.S. AMBRIA.....31st Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office. [12

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel
Marseilles,	Mishima-maru.
Australia,	Changsha.
Singapore, etc.,	Itola
Calcutta,	A. Apear.
Yokohama,	Hitachi-maru.
Yokohama,	Kumano-maru.
Haiphong,	Si-kiang.
Swatow,	Haimun.
Foochow,	Kaijo-maru.
Kobe,	Wasaka-maru.
Shanghai,	O. J. D. Ahlers.
Yokohama	Japan (D. S. & Co.)
African ports,	Baron Cawdor.
Macao,	Sui Tai.
Hongay,	Sui-ang.
Hollow,	Mathilde.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel
Europe	India (P. & O.
Calcutta,	Namsang.
Wakamatsu,	Phuyen

Consignees

FROM EUROPE.

THE H.A.L. Steamship

"PISA,"

Captain Sach, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. "Hamburg" from Gotcborg.
„ "Agnes" from Norrkoping.
„ "Kong Ring" from Skien.
„ "Soneck" from Oporto.
„ "Ella" from Copenhagen.
„ "Soneck" from Setubal.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd Aug., 1912. [12

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"OMI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 1st Sept., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong 25th Aug., 1912. [5

Consignees

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 26th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk an expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 23rd Aug., 1912. [614

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here,

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of Aug., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of Aug., at 9.30 a.m.

All claims must reach us before the 5th of September, 1912, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
General Agents.
Hongkong, 22nd Aug. 1912. [—

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
S.S. "KOREA."
FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take delivery of cargo from alongside. Cargo impending discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, Aug. 28th at Noon, will be landed at consignees' risk and expense and delivery must then be taken from the Company's Godown. Cargo remaining undelivered MONDAY, September 2nd at NOON, will be subject to storage and landing charges.

No Fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown SATURDAY August 31st, 1912, at 10 A.M.

All Claims must be filed on or before September 26th, 1912, otherwise they will not be recognized.

FRED. J. HALTON,
Agent,
Hongkong, 26th Aug., 1912. [617

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.		For Freight Apply To	To be Dispatched.
London and Antwerp via Singapore, &c. ...	Nubia	...	P. & O. Co....	4 Sept., about
London, via Usual Ports of Call	Assaye	...	P. & O. Co....	31 August, Noon
Havre, Rotterdam and Hamburg, &c.	Brisgavia	...	H. A. L. ...	5 September
Havre and Hamburg, &c.	Suevia	...	H. A. L. ...	12 September
do do	O. J. D. Ahlers.		H. A. L. ...	5 October.
Havre, Bremen and Hamburg	Goldenfels	...	H. A. L. ...	1 September
Marseilles, Havre, Hamburg & Antwerp, &c. ...	Prussen	...	H. A. L. ...	16 September
Marseilles, London & Antwerp via Singapore, &c.	Mishima Maru	...	N. Y. K. ...	28 August, d'light
Naples and Antwerp	Glenlogan	...	S. T. & Co. ...	14 Sept., about
Naples, Genoa, Algiers, Gibraltar, Southampton	Kloist	...	M. & Co. ...	4 September
Capeports via Mauritius	Duneric	...	Bank Line ...	10 September
Trieste, Fiume, Venice via Singapore	Vorwaerts	...	S. W. & Co....	1 September
Trieste via Singapore, Penang, Colombo, &c...	Africa	...	S. W. & Co....	10 September

New York, San Francisco and Canada.

New York	Ambria	...	H. A. L. ...	31 August, about
New York, via Suez Canal	Inverclyde	...	S. T. & Co. ...	10 Sept., about
Boston and New York	Dacre Castle	...	D. & Co.	19 Sept., about
San Francisco via Keelung and Japan, &c. ...	Korea	...	P. M. Co. ...	3 October, 1 p.m.
do do do do ...	Shinyo Maru	...	T. K. K. ...	10 September
Mexico, Peru, Chili via Japan	Buyo Maru	...	T. K. K. ...	4 October
Victoria, B.C., & Tacoma via Keelung, &c. ...	Canada Maru	...	O. S. K. ...	17 Sept., 1 p.m.
Victoria, B.C., & Tacoma via Keelung & Japan	Chicago Maru	...	O. S. K. ...	3 Sept., 1 p.m.
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Orteric	...	Bank Line ...	17 September
Vancouver via Ports	Empress of Japan		C. P. R. Co....	14 September
do do	Monteagle	...	C. P. R. Co....	5 October

Australia.

Australian Ports via Manila	Nikko Maru	...	N. Y. K. ...	30 August, Noon
do do	Changsha	...	B. & S. ...	28 August, 4 p.m.
do do	Nikko Maru	...	N. Y. K. ...	30 August Noon
do do	Prinz Sigismund		M. & Co. ...	7 September

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjiliwong	...	J. C. J. L. ..	Quick despatch
do do do	Tjimahi	...	J. C. J. L. ...	Quick despatch
do do do	Tjitaroom	...	J. C. J. L. ...	Quick despatch
Bombay via Singapore, and Colombo	Bombay Maru	...	N. Y. K. ...	2 September
Singapore, Penang and Rangoon	Itola	...	J. M. & Co....	28 August, Noon
Singapore, Penang and Calcutta	Fooksang	...	J. M. & Co....	30 August, noon
do do do	Arratoon Apcar		D. S. & Co....	28 August
Singapore, Penang, Rangoon and Calcutta ...	Jinsen Maru	...	N. Y. K. ...	7 September
Kudat and Sandakan	Borneo	...	M. & Co. ...	Middle of Sept.
Japan	Tjimanoek	...	J. C. J. L. ...	Quick despatch
Kobe and Yokohama	Hitachi Maru	...	N. Y. K. ...	28 August, p.m.
do do	Prinz Waldemar		M. & Co. ...	17 Sept., about
Yokohama and Kobe	Itinda	...	J. M. & Co...	4 Sept., about
do do	Okara	...	J. M. & Co....	7 September
Yokohama and Kobe via Shanghai	Austria	...	S. W. & Co...	28 August, about
Nagasaki, Kobe and Yokohama	Kumano Maru	...	N. Y. K. ...	28 August, Noon
Weihaiwei and Tientsin	Kuoichow	...	B. & S. ...	31 August
Kwang-chow-wang and Haiphong	Si-Kiang	...	M. M. Co. ...	28 August, 9 a.m.
Manila	Yuensang	...	J. M. & Co....	31 August, 2 p.m.
do	Loongsang	...	J. M. & Co....	7 September
Manila, Cebu and Iloilo	Taming	...	B. & S. ...	3 September
Manila, Mangarin, Iloilo and Cebu	Rubi	...	S. T. & Co....	29 August, 4 p.m.
do do do	Zafiro	...	S. T. & Co....	7 September
Swatow	Haimun	...	D. L. & Co....	28 August
Swatow, Amoy and Foochow	Haiyang	...	D. L. & Co....	30 August
do do do	Haiching	...	D. L. & Co....	3 September
Foochow via Swatow and Amoy	Kaijo Maru	...	O. S. K. ...	28 August
do do do	Miyajima Maru.		O. S. K. ...	30 August
Ningpo and Shanghai	Hupeh	...	B. & S. ...	30 August
Shanghai, Yokohama, Kobe and Moji	Japan	...	A. N. & Co....	15 Sept., about
Shanghai and Kobe	Ceylon Maru	...	N. Y. K. ...	9 September
Shanghai, Moji and Kobe	Wakasa Maru	...	N. Y. K. ...	28 August
Shanghai, Kobe and Moji	Namsang	...	J. M. & Co....	30 August, Noon
do do do	Gregory Apcar.		D. S. & Co....	7 September
Shanghai, Moji, Kobe and Yokohama, ...	Palma	...	P & O. Co. ...	30 August, about
do do do do	Namur	...	P. & O. ...	5 Sept., about
Shanghai, Nagasaki, Kobe and Yokohama ...	Den of Glamis...		J. M. & Co....	5 Sept., about
Shanghai	Tjilatjap	...	J. C. J. L. ...	Quick despatch
do	India	...	P. & O. Co....	29 August, about
do	O. J. D. Ahlers.		H. A. L. ...	28 August
do	C. F. Laeisz	...	H. A. L. ...	13 September
do	Arcadia	...	H. A. L. ...	24 September
do	Scandia	...	H. A. L. ...	10 October
do	Chinhua	...	B. & S. ...	29 August
do	Africa	...	S. W. & Co....	4 September
do	Hangsang	...	J. M. & Co....	1 September
do	Anhui	...	B. & S. ...	31 August
do	Chenan	...	B. & S. ...	5 September

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To Sail

HAMBURG—AMERIKA LINIE

FOR BOSTON & NEW YORK.

THE Steamship

"AMBRIA,"

Capt. W. Faass, will be despatched as above on or about the 31st August, 1912.

For freight apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th July, 1912. [580

FOR YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Captain L. Y. Arohdeacon, will be despatched for the above ports on WEDNESDAY, the 28th inst., at 1 P.M.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip $120.

For Freight or Passage, apply to

DAVID SASSOON & CO. LD.,
Agents.
Hongkong, 21st Aug. 1912. [606

To Sail

Hongkong—New York.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVERCLYDE"

on or about 10th September, 1912.

For Freight and further information apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 23rd July, 1912. [537

Regular Steamship Service

With Liberty to call at the Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK.

S.S. "DACRE CASTLE" ... } On or about 19th September.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.
Hongkong, 7th Aug., 1912. [525

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"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, 21st Aug., 1912. [608

MOVEMENTS OF STEAMERS.

ENGLISH MAIL.

The P. & O. S. N. Co.'s s.s. India, left Singapore for this port on the 24th inst., at 6 a.m., with the outward English Mails, and is due here on the 28th inst., at about noon.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Siberia left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on Saturday, the 10th inst.

The P. M. S. S. Co.'s s.s. China left San Francisco for Hongkong vi-Honolulu, the Japan ports and Shanghai, on Saturday, the 17th inst.

The T. K. K. s.s. Tenyo Maru sailed for Honolulu and San Francisco via Keelung, Shanghai and Japan ports on Tuesday, the 20th inst., at noon.

The T. K. K. s.s. Shinyo Maru arrived at Yokohama from Honolulu on the 19th inst., left for Hongkong on the 21st inst., and is due on the 30th inst.

The T. K. K. s.s. Chiyo Maru arrived at San Francisco from Honolulu on the 19th inst., and sails for Hongkong via usual ports of call on the 31st inst.

The P. M. S. S. Co.'s s.s. Manchuria sailed from San Francisco for Hongkong via Honolulu, the Japan ports and Manila, on Friday, the 23rd inst.

The P. M. S. S. Co.'s s.s. Persia will be dispatched for San Francisco via Shanghai, the Japan ports and Honolulu on Tuesday, the 27th inst, at 1 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. Empire left Port Darwin on Aug., 17 for Hongkong (vis Timor and Manila.)

The I. G. M. s.s. Prinz Waldemar, left Sydney on the 24th inst, at 11 a.m., and may be expected here on the 16th prox.

CANADIAN MAIL.

The C. P. R. Co.'s Yokohama Office is in receipt of a wireless message from the R.M.S. Empress of Japan which left Vancouver for Hongkong on the 14th inst. This message was despatched at midnight, 20th inst, when the vessel was 2,450 miles distant from Japan, the Commander advising all well, and that fine weather was being experienced.

GERMAN MAIL.

The I. G. M. s.s. Prinz-s Alice, which left here on the 7th inst., at 4 p.m., arrived at Singapore on the 12th inst, at 8 a.m.

The I. G. M. s.s. York, which left here on the 25th ult., at 10 p.m., arrived at Genoa on the 22nd inst, at 6 p.m.

The I. G. M. s.s. Goeben carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on Monday, the 26th inst., a.m., and may be expected here on or about Wednesday, the 4th prox.

The I. G. M. s.s. Lutzow which left here on Wednesday, the 21st inst., at 1 p.m., arrived at Singapore on Monday, the 26th inst., at 9 a.m.

The I. G. M. s.s. Prinz Ludwig which left here on Friday, the 23rd inst., at 9 a.m., arrived at Shanghai on Monday, the 26th inst., at 7 a.m.

MERCHANT STEAMERS.

The s.s. Glenfarg passed the Suez Canal on the 9th inst.

The T. K. K. s.s. Buyo Maru arrived at Honolulu from Manzanillo on the 18th inst, and is due at Yokohama on the 4th prox.

The T. K. K. s.s. Hongkong Maru arrived at Coronel from Valparaiso on the 18th inst., and leaves there on her homeward journey to Hongkong on the 28th inst.

The T. K. K. s.s. Kiyo Maru arrived at Yokohama on the 18th inst., and left for Honolulu on the 21st inst.

The Mogul Line s.s. Montrose sailed from United Kingdom on the 17th inst., for Hongkong via the Straits.

The Barber Line s.s. Wray Castle sailed from New York on the 18th inst., for Hongkong via the Straits.

The Barber Line s.s. Saint Patrick left New York on the 26th ult., for Hongkong and Far East via the Straits.

The Seang Line s.s. Glenogle left Rangoon on the 21st inst., for Hongkong via Penang and Singapore and is expected to arrive here on the 2nd prox.

The I.-C. S. N Co.'s s.s. Namsang, from Calcutta, is due at Hongkong on the 28th inst., and leaves for Shanghai and Japan on the 30th inst.

The I.-C. S. N. Co.'s s.s. Yatshing, from Calcutta, is due at Hongkong on the 1st prox.

The Shire Line s.s. Den of Glamis from London is due at Hongkong on the 2nd prox. She passed Canal on the 2nd inst.

The B. I. S. N. Co.'s s.s. Itola, from Kobe, is due at Hongkong on the 29th inst., and leaves for Straits and Bang on on the 31st inst.

The N. Y. K. s.s. Shinanka Maru, American Line, left Kobe for this port via Moji and Shanghai on the 23rd inst., and is expected here on the 1st prox.

The Swedish East Asiatic Co.'s s.s. Japan left Port Said on the 20th inst., and is expected here on or about the 15th prox.

The s.s. Phuyen left Wakamatsu for this port, and is due to arrive here on or about the 28th inst.

The N. Y. K. s.s. Totomi Maru, Calcutta Line, left Calcutta for this port on the 20th inst., and is expected on the 6th prox.

The P. & O. S. N. Co.'s s.s. Palma, left Singapore for this port on the 24th inst., at 7 a.m., and is due here on or about 25th inst., at noon.

The Ben Line s.s. Benlomond from Antwerp, etc., left Singapore for this port on the 23rd inst.

The s.s. Rubi will leave Manila on Tuesday, the 27th inst., and is due here on or about Friday, the 30th inst., at daylight.

HOTEL LISTS.

HONGKONG HOTEL.

Atkins, S. W.	Joseph, E. M.
Barberini, A. T.	Kabel, E. S.
Barlow, Miss K.	Kempthorne, A. S.
Bate, E. R.	Kruck, H.
Beaumont, G. A.	Lehnert, G. F.
Bell, C. D. J.	Lewis, A.
Bens, G. A.	Lloyd, G. T.
Birchenough, W. H.	Macintyre, Mr. &
Bowater, Major F. H.	Mrs. Neil Murdoch, Dr. O.
Brown, Mr. & Mrs. S. R.	Marshall, W. B. Marker, H. L.
Butcher, Mr. and Mrs.	McKenny, Dr. C. W.
Catt, Miss C. C.	McVoy, Mrs. L.
Chan, Miss and Mrs. K. W.	H. Mehta, K. B.
Cheshire, F. D.	Merecki, J.
Cokely, T. J.	Mulder, Mr. and
Cooper, Capt. G. G.	Mrs. J. D. F.
Cooper, W. A. J.	Morris, J.
Corlass, Miss G.	Oberg, R.
Crooker, Miss	Papasian, S. M.
Curry, G. P.	Pieshergen, H.
Davis, C. H.	Prescott, R.
D'Oettingen, V.	Pringle, W., Jun.
Dorian, J. B.	Ray, E. H.
Douglas, Mr. and Mrs. R. H.	Raymond, E. M. Reynolds, J. E.
Drew, W. C.	Reay, Miss F.
Eames, E. J. W.	Ritter, F.
Ehrenfels, Mrs. H. C.	Sarkies, Miss M. Scherer, Dr.
Fisher, H. G.	Schwolke, W.
Florin, A. G.	Smith, E. E.
Fowler, E. A. S.	Smith, Ernest E.
French, Mrs. & child	Solomon, H. H.
Fuller, Denman	Stainer, Lt. and
George, Mr. & Mrs. F. J.	Mrs. C. E. Taylor, J. C.
George, Miss	Watkins C. E.
Gordon, A. G.	Vermeil, G.
Goulbourn, V.	Waterman, E. J.
Gould, Mr. & Mrs. J.	Watkins, H.
Gmtama, D. M. G.	Whamond, D. M.
Grimshaw, R. J.	White, Mr. & Mrs. H. L. H.
Hall, Capt. T. P.	Whitmarsh, A.
Harbord, W. T.	Wolf, Mr. and
Harrison, A.	Mrs. T. R.
Hough, Dr. S.	Wood, G. G.
Innes, Capt. R.	Wright, Mr. and
Jacobs, Miss and Dr. A. H.	Mrs. J. F.
Jones, J. W.	Young, J. A.
Joseph, R. M.	

ASTOR HOUSE.

Agnado, F.	Jones, D.
Alonso, F.	Labole, A.
Arnold, J. B.	Lanzins, Geo.
Arrantegui, F. de	Lopez, M.
Austin, E. W.	Luzebil, V.
Birot, L.	Mothe, J. de la
Broe, A. de	Muller, A.
Burditt, H. H.	Myers, Chas. H.
Byrne, J. D.	Olson, C. G.
Campbell, J.	Pacheco, A.
Castillo, V. M. del	Parsons, G. W.
Chopard, F. A.	Parker, E. J.
Coobin, D.	Parr, V. C.
Cortez, A.	Perez, F. R.
Cosgrave, D. N.	Petersen, H. C.
Cowell, G.	Robinson, H. P.
David, J. A.	Rodriguez, J.
Duff, A.	Ross, F. E.
Fetherstonhaugh, J.	Rougean, E.
Granado, A.	Thompson, L. O.
Graham, J.	Walker, T. E.
Greenwood, F.	Wright, H. M.
Johnson, B. F.	

KING EDWARD HOTEL.

Aron, F.	Mody, Mr. & Mrs J. H. N.
Begly, R. A.	Murray, M. F.
Bellios, Dr.	Passmore, Capt.
Crosse, Lieut.	Mrs.
Donaldson, W. A.	Pearman, H.
Elphinstone, F. ..wing	Ramsay, Mrs. R.
Finchett, Mrs.	Schenk, Mr. and
Grimble, Geo.	Mrs.
Hunter, H.	Sibree, Dr. A.
Hyde, F. H.	Spurge, H.
Kay, Mrs. W.	Stewart, Capt.
Kay, Capt.	Mrs. Allan H and children
Lasala, R. M.	Taylor, H. H.
Lemaire, Mr. and Mrs. and child	White, F. W.
Manhoff, C. N.	

GRAND HOTEL.

Batcock	McGrath
Bond, C.	McJones, P.
Byrne, F. A.	Meskil, C.
Chester, R.	Myall, A. T.
Conway, W. N.	Oleffer
Coyne, F.	Preiss, R.
Elson	Richmond, R.
Farmer	Ridger
Frampton, Miss	Strohkorb, H.
Gabriel	Tempest, Miss
Griffin, D. P.	Tollan, D.
Haast, Mrs.	Tucker, A.
James, Mr. C. A.	Volckmann, Mr. &
Jensen, H.	Mrs.
Kill, Mr. & Mrs.	Welch, T. B.
King, A. J. R.	West
Kiel, N.	Wilks, Mr. and
Kuegh, F. C.	Mrs. Monte
Lorrie, F.	

CRAIGBURN.

Adams, Mr. & Mrs. & 2 children	Jones, Dr. & Mrs. Evan
Caldwell, Mr. & Mrs.	Mackenzie, A.
Carleton, A. E.	Manby, Mrs.
Chinchen, S. J.	Potter, Miss
Cornell, W. A.	Smith, Mrs. C.
Davison, A. C.	Smith, E. Gran
	Thomas, H. P.

MARKET PRICES.

Hongkong, August 22, 1912.

BUTCHER MEAT. 肉食

		Cts.	
Beef Sirloin & Prime Cut,—Mei Lung Pa	lb.	20	厘脚沙
„ Corned,—Ham Ngau Yuk	„	20	鹹牛肉
„ Roast,—Shiu „ „	„	20	燒牛肉
„ Broast,—Nagu Lam „	„	16	牛腩
„ Soup,—Tong Yuk „	„	15	
„ Steak,—Ngau Yuk Pa	„	20	牛肉趙
„ do. —Sirloin Cotom—Ngan Lau	„	30	牛柳
„ Sausages,—Ngau Chaung	„	24	牛腸
Bullock's Brains— „ Know	per set	9	牛腦
„ Tongue fresh,—Ngau Li	each	45	牛脷
„ „ corned,—Ham Ngan Li	„	80	鹹牛利
„ Head,—Ngau Tau	„	80	頭
„ Heart,—Ngau Sum	„	12	牛
„ Hump, Salt,—Ngau Kin	„	18	牛肩
„ Feet,—Ngau Kask	„	9	牛
„ Kidneys,—Ngau Yiu	„	9	牛腰
„ Tail,—Ngau Mei	„	18	牛尾
„ Liver,—Ngau Kon	lb.	12	牛肝
„ Tripe (undressed),—Ngau To	„	6	牛肚
Calve Head & Feet,—Ngau-chai-tau-kark	set	$1	牛仔頭腳
Mutton Chop,—Yeung Pei Kwat	lb.	22	羊牌骨
„ Leg,—Yeung Pei	„	22	比手
„ Shoulder,—Yeung Shau	„	20	
Pigs Chitlings,—Chu Chong	„	22	猪
„ Brains,—Chu Know	per set	24	猪腦
„ Feet,—Chu Kark	lb.	12	猪脚
„ Fry,—Chu Chak	„	25	猪雜
„ Head,—Chu Tau	„	15	猪頭
„ Heart,—Chu Sum	each	13	猪心
„ Kidneys,—Chu Yiu	„	9	猪腰
„ Liver,—Chu Con	lb	30	猪肝
Pork Chop,—Chu Pai Kwat	„	20	猪排
„ Corned,—Ham Chu Yuk	„	—	鹹骨
„ Leg,—Chu Pe	„	24	
„ Fat or Lard,—Chu Yau	„	15	猪
Sheep Head and Feet,—Yeung Tau Kark	set	50	頭
„ Heart,—Yeung Sum	each	6	心
„ Kidneys,—Yeung Yiu	„	9	腰
„ Liver,—Yeung Con	lb.	24	肝
Sucking Pigs, To Order—Chu Cha	„	22	仔
Suet, Beef—Sang Ngau Yau	„	20	生牛油
„ Mutton,—Sang Yeung Yau	„	22	生 油
Veal,—Ngau Chai Yuk	„	20	仔牛肉
„ Sausages,—Ngau Chai Chaung	„	20	牛仔腸

POULTRY. 生口

		Cts.	
Chicken,— Kai Chai	lb	30	鷄仔
Capons, Large, Small,—Sin Kai	„	32	騸鷄
Ducks,—Ap	„	17	鴨
Doves,—Pan Kau	each	15	班鳩
Eggs. Hen—Kai Tan	per doz	24	鷄蛋
Fowls, Canton,—Kai	lb	34	鷄
„ Hainan,—Hoi Nam Kai	„	28	海南鷄
Geese,—Ngoi	„	24	鵝
Geese, Wild S'hai,—Shang-ho Yea Ngoi	pair	—	上海野雁
Musk Deer,—Wong Keng	each	—	黃麞
Hare, Shanghai,—Tu Chai	„	—	兎仔
Partridge,—Che Khoo	„	—	鷓鴣
Pheasant,—Shan Kai	pair	$ 1	山鷄
Pigeons, Canton,—Pak Kup	each	30	白
„ Hoihow,—Hoi How Pak Kup	„	26	鴿口白
Quail,—Um-Chun	„	—	鵪鶉
Rice Birds,—Wo Fa Cheul	dozen	—	禾花雀
Snipe,—Sa-Choy	each	28	沙錐
Turkeys, Cock—Phor Kai Kung	lb.	65	火 公
„ Hen, „ Na	„	45	火
Wild Ducks, S'hai—Shang hoi Sui Ap	„	—	上海水鴨
Teal,—Sui Ap Chai,	„	—	水鴨仔
Wild Ducks Canton—Sang-Shing Sui Ap	„	—	城水鴨

FISH. 鮮魚

		Cts.	
Barbel,—Ka Yu	lb	8	鯇魚
Bream,—Bin Yu	„	18	海魚
Canton Fresh Water Fish,—Hoi Sin Yu	„	18	鯉魚
Carp,—Li Yu	„	22	赤魚
Catfish,—Chik Yu	„	20	黃魚
Codfish,—Mun Yu	„	20	鱈魚
Crabs,—Hai	„	20	蟹
Cuttle Fish,—Muk Yu	„	16	墨魚
Dab,—Sa Mang Yu	„	17	沙尾魚
Dace,—Wong Mei Lun	„	13	黃沙
Dog Fish—Tit Tu Sa	„	8	鉄頭魚
Eels, Congor,—Hoi Mann	„	17	海鰻
„ Fresh water,—Tam Sin Yu	„	18	淡水魚
Eels, Yellow,—Wong Sin	„	28	黃鱔
Frogs,—Tien Kai	„	32	
Garoupa,—Sek Pan	„	56	石班魚
Gudgeon,—Pak Kup Yu	„	12	白蛤魚
Herrings,—Tso Pak	„	20	甲魚
Halibut,—Cheung Kwan Kup	„	28	脚花
Labrus,—Wong Fa Yu	„	22	
Loach,—Wu Yu	„	28	鳥魚
Lobsters,—Lung Ha	„	58	龍蝦
Mackerel,—Chi Yu	„	32	魚
Monk Fish,—Mong Yu	„	36	芒魚
Mullet,—Chai Yu	„	28	鯔
Oysters,—Sang Hoo	„	20	牛黃
Parrotfish,—Kai Kung Yu	„	20	鯉魚
Perch,—Tau Loo	„	17	鯽
Pike,—Fa Paw Poong	„	8	花鱸
Plaice,—Pan Yu	„	20	扁魚
Pomfret, Black,—Hak Chong	„	24	鯧
Pomfret, White,—Pak Chong	„	40	白
Pawn,—Mun Ha	„	52	明蝦
Ray—Pei Pa Yu	„	8	鱝魚沙
Rock Fish,—Sek Ka Kung	„	17	石
Roach—Chun Yu	„	10	
Salmon,—Ma Yan Y	lb.	40	馬 魚
Shark,—Sa Yu	„	9	鯊
Skate,—Po Yu	„	10	立魚
Shrimps,—Ha	„	40	沙魚
Snapper,—Lap Yu	„	36	鯖魚
Soles,—Tat Sa Yu	„	32	左口魚
Tench,—Wan Yu	„	20	卵魚
Turbot,—Cho How Yu	„	28	銀魚仔
Turtles, small, fresh water,—Kork Yu	„	56	
White Bait,—Ngau Yu Chai	„	—	

FRUITS 菓子

		Cts.	
Almonds,—Hung Yau	lb.	25	杏仁
Apples (California)—Kam San Ping Kho	„	25	金生平果
„ (Chefoo)—Tin Chun Ping Kho	„	15	天津平果
„ Small,—Hoi Tong	each	8	海棠
„ Custard,—Fan Lai Chi	each	8	番 枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb.	3	城香蕉
„ (brides), Macao,—San Heung Chiu	„	4	山香蕉
Chestnuts, Chinese,—Foong Lut	„	20	風栗
Carambola,—Yeung Tue	„	10	楊桃
Cocoanuts,—Yeh Tse	each	10	柳子
Lemons, China,—Ning Moong	„	8	山檸檬
„ America,—Kum San Ning Moon	„	6	金柑枝乾
Lichees Dried,—Lai Chi, small Stone	lb	20	檸
„ Fresh,	„	12	荔枝
Limes, (Saigon)—Sai Kung Ning Moong	each	10	西貢
Mango, Manila,—Lui Sung Mong	„	—	芒果呂宋
Mangosteens,—San Chuk Tse	doz	—	山竹子
Oranges, (Canton)—San-shing Tim Ching	lb	—	
„ Sweet	„	30	甜橙
Pears, (American),—Kam San Shoot Lay	„	—	省 橙
„ (Canton), Cooking,—Sa Lay	„	10	山梨
Peanuts,—Fa Sang	„	10	金急枝
Persimmons Large,—Hung Chio	„	12	掌城
Pine-apples, 1st quality,—Poon Ti Paw Law	each	10	
„ 2nd „ —Chung-tang Paw Law	„	8	紅
Plantain,—Tai Cheu	lb	2	本地波蘿
Plums,—Swatow, Hung Lai	„	10	中等波蘿
Pumelo, Siam,—Chim Lo Yau	each	15	大蕉
„ Shanghai,—Lo Kwat	„	—	紅梨
Walnuts,—Hop Tuo	lb	14	邊柚
„ Green,—Sang Hop Tuo	„	—	上海勞核
Water Melon,—(Am.) Kom San Sai Kwa	each	15	合桃
„ (China) Sai Kwa	„	3	生合桃
Grapes,—Sang Po Tai Tse	lb	—	金山西瓜
			西瓜
			生菩提子

VEGETABLES, &c. 菜蔬

		Cts.	
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	—	了治竹
Beans, (French), Macao,—Oh Mcou Pin Tau	„	—	澳門邊豆
„ (French) Shanghai,—Sheung Hai Pin Tau	„	—	上海豆邊
„ Sprout,—Ah Cho	„	5	芽菜
„ Long,—Tau Ko	„	8	豆角
Beet Root,—Hung Choi Tau	each	4	紅菜頭
Brinjals, Green,—Ching Yuan	„	5	青 茄
„ Red,—Hung Ker	„	6	紅茄
Cabbage, Chinese, com,—Kai Choy	„	12	芥菜
Cabbage Red,—Hung Yea Choy	„	10	紅柳菜
Cabbage, Shanghai,—Yeh Choi	„	15	菜
Cane Shoots, bunch,—Kau Shun	lb.	—	腰笋
Cauliflower, Large size,—Tai Yeh Cho Fa	each	—	大柳菜花
„ Medium size,—Cheung Yeh Cho Fa	„	—	中柳菜花
„ Small size,—Sai Yen Choi Fa	„	—	細柳菜花
Carrots,—Kam Shum	lb.	8	金笋
Celery, Chinese,—Tong Kan Choi	„	8	唐芹菜
„ English,—Yeung Kan Choi	„	—	洋芹菜
Chillies Dried,—Gon Lat Chiu	„	20	乾辣椒
„ Red,—Hung Far Chiu	„	15	紅花
„ Green,—Ching Lat Chiu	„	10	青
Curry Stuff, English,—Kar Lee Chu Liu	„	10	茄屋叶
Cucumbers,—Ching Kwa	„	2	青瓜
Ritter Squash,—Fu Kwa	„	8	苦瓜
Garlic,—Que Tau	„	8	蒜頭蓉
Ginger, young,—Sun Tse Keung	„	6	新子
„ old.—Lo Keung	„	8	老
Horse Radish, Shangbai,—Lik Kan	„	15	力根
Indian Corn,—Suk Mai	each	5	粟米
Lettuce,—Yeung Sang Choi	„	1	洋生菜
Water Cheanuts,—Ma Tai	lb.	8	馬蹄
„ Mandarin,—Kwai Lum Ma Tai	„	10	桂林馬蹄
Mushrooms, Fresh,—Sang Cho Koo	„	—	生草菇
Mush Melon. Amer.—Kam-san Hong Kwa	each	10	金山
Okroes	lb	15	
Onions Bombay,—Yeung Chong Tau	„	8	洋蔥頭
„ Green,—Sang Chong	„	5	生蔥頭
„ Shanghai,—Shang-hoi Chong Tau	„	6	上海蔥頭
Papaw, 1st qual.,—Tai Man Sau Kua	each	10	大萬壽菓
„ 2nd Chung „	„	8	中萬壽
Parsley,—Kun Cho	„	5	芹菜
Green Peas,—Ching Tau	lb.	—	青豆
Potatoe, Sweet,—Fan Shu	„	3	蕃薯仔
„ Shanghai,—Shang-hoi Shu Tsa	„	3	上海蕃仔
„ Japan,—Yut Poon Shu Tsa	„	—	日
„ American,—Fa Ki Shu Tsa	„	8	旗花
„ Foochow,—Foo-chow Shu Tsai	„	3	州蔡
Pumpkin,—Tong Kwa	„	3	冬瓜仔
Radish,—Hung Lo Pak Tsai	„	5	紅蘿白
Rhubarb (Fresh),—Tai Wong	„	—	大黃
Sage,—Tse So	„	10	鼠蘇
Shallots,—Gon Chung Tau	„	8	蔥
Spinach,—Yin Choi	„	4	
Tomatoes,—Fan Ker	„	8	
Taros,—Wu Tau	„	5	
Turnips, Punti, (Long),—Lo Pak	„	4	蘿蔔
„ English,—Yeung Lo Pak	„	2	〃
Vegetable Marrow,—Chit Kwa	„	3	節瓜
„ (American),—Kam-san Chit Kwa	„	—	節瓜
Water Cress,—Sai Yeung Cho	lb.	15	菜
„ Lily root,—Lin Ngau	„	5	蓮
Yams,—Ta Shu	„	6	

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted

W. BOWEN-ROWLANDS,
Secretary, Sanitary Board.

AN AFRICAN RUBBER PLANTATION.

A Day in a Planter's Life.

When the storm broke we abandoned our hammocks and footed it in the rain, sending on the "boys," and all our kit to the native village at which we intended to pass the night. For half an hour the rain fell in torrents, converting the narrow bush road into a running stream. To reach the rubber plantation one leaves the trade road and walks for about two miles on a road equally good—or bad—leading to the bungalow. Here we arrived in the early afternoon, a couple of rain-drenched figures. The house stands on a hill overlooking a small river. It is built of "swish" (clay), white washed inside, roofed with corrugated iron, and surrounded by the usual verandah.

After we had examined the rubber "biscuits"—they are about the size and shape of breakfast plates and not unlike scones in appearance—and the coffee plants behind the bungalow, our host took us over a portion of the plantation. It is very extensive, the alluvial soil formed by the river being peculiarly suitable for the rubber trees.

The "Boys."

The mean temperature is about 85 degrees in the shade and the rainfall greater than on the coast. I did not make a note of the acreage or of the number of trees, but there is sufficient work to occupy nearly 400 "boys" in clearing, planting, thinning out, and tapping. These "boys" sign on generally for one year, the contract being executed before the District Commissioner. The wages accumulate until the end of the year, the "boys" receiving in the meantime advances and their "sissy" (subsistence). When paid off each "boy" receives a substantial sum, sufficient for the purchase of a wife, or he may spend the money in a coast town and return to the plantation after it is exhausted. A rubber plantation is not formed in a day; the planter requires capital and patience—principally patience, as the native is ignorant and lazy, preferring to grow corn, plantains, and other quickgrowing crops. We saw rubber trees of two varieties, the native Fantubrin and the more valuable Para rubber.

Tapping.

Some were only a few inches high, grown from seed in beds for they were afterwards removed and planted out, others were five or six years old and already yielding rubber. Our host carried a hatchet with which he made an incision in the stem of one of the trees. Immediately a white milky fluid oozed out. We collected a little of this in the palm of one hand stirring it with the fingers of the other. In a very few minutes the heat had coagulated the fluid, and a tiny lump of rubber had been formed. The rubber is sent to the coast in biscuit or in lump form, and as there are no horses or wheeled vehicles everything is carried by head load. Both species of rubber tree are tall and graceful, the leaf long and narrow, of an olive colour, and planted about 15 feet apart they make a very pretty wood and require little attention.

In addition to the land already cultivated our friend was making an extensive clearing in the bush.

Livestock.

Once when clearing near the river the "boys" found and killed a large python over 20ft. long resting in a comatose condition after a heavy meal. Our friend also told us that some years ago when living in a tent near the site of his present bungalow he was disturbed and terrified one night by the loud roaring of some animal near his tent. He got up and fired his gun. He heard the roaring on subsequent nights, but never saw the animal. The natives assured him that the place was haunted by a "woman devil," covered with hair, and they avoided that part of the bush after dark; possibly the noise was made by a female gorilla.

We returned to the bungalow, changed into our own kit, now sun-dried, drank the usual whisky soda, and before dark had reached the village to which we had sent on the carriers. (C. H. P. L. "Glasgow Herald.")

THE RING.

The Johnson-Flynn Farce.

The "Asian" is responsible for the following:—

Our boxing authority, "Referee," writes:—"We are now in possession of full particulars of the Johnson-Flynn farce and the Wolgast-Rivers fight. The gate at the former was quite satisfactory, but the 'pictures' are hardly likely to pay for their exhibition. It was an even poorer show than the massacre of Jeffries at Reno. Flynn was beaten from the moment the men put up their hands. He never had a ghost of a chance, and the World's champion looked upon the contest as a well-paid joke—as indeed it was to him. Flynn was fool enough in the second round to try and 'get Johnson's goat.'

If he had known anything, he would have known the futility of that line. Tommy Burns tried it, so did Corbett on Jeffries' behalf, but Jack is as great a past master at 'back talk' as he is of boxing; and they soon wished they had kept silent. So did Flynn, since 'Lil Artha' was only too glad to have an opportunity of airing his humour. The man's temper is absolutely imperturbable, and his 'golden smile' is now a bye-word. The contest was put a stop to by the police in the 9th round, when the Fireman was battered to pieces. They might have chipped in earlier, as poor Jim was only a punching bag.

Flynn was in good condition, and scaled 192lbs. to Johnson's 240. The latter was described by ringside experts as very fit, in spite of his size, and they assert that his speed, strength and stamina did not seem to have diminished in the least. A well-known critic, writing from the ringside, thinks Johnson peerless at the present time; and there is clearly no white man in sight who would be considered by a promoter worth putting up such a purse for as would tempt Johnson. Palzer was at the ringside, and challenged the champion, though he would have no more chance than Flynn.

It is amusing to learn that Luther McCarthy (who saw Palzer beat Wells) considers Palzer just made for him!! This McCarthy, by the way is nicknamed "Luck" because of the lucky punches by which he has won such victories as stand to his credit. It is preposterous for raw novices such as Wells, Palzer, and McCarthy to dream dreams of vanquishing Johnson. If they would first try Tommy Burns, and if successful (a big 'if' indeed,) take on one of the other negroes, they would soon see what their chances are. Meanwhile, unless 'Lil Artha' accepts Mr. McIntosh's offer, it looks as if he will have to retire—or at any rate remain idle. Barring the other colored men, there is no one capable of extending him.

LOYAL CHINESE.

Exiles in Australia Ready to Help.

The Sydney "Evening News" of July 20 says:—

"The Consul General for China, Yung Liang Hwang, is in Sydney, and having a busy time. Last night he attended a meeting of leading Chinese merchants when a discussion took place upon the question of raising £6,000 in Sydney as a donation towards the loan now required by the Republican Government in China.

Those present included Mr. Yinson Lee, George Bew, Yee Hing Ping Nam and others. It was generally agreed that the proposal for the Six Power loan was not a good one, and it was urged that a substantial amount could be raised among the Chinese who are now in foreign lands. It was decided to raise £6,000 in Sydney as a similar amount had been subscribed from Melbourne. The money would be remitted to the Government and the donors would ask to be permitted to take up debentures.

"We want the loan to be subscribed by the nation and confine the operations within our own jurisdiction. By doing this, China would retain her independence," said one Chinese who was present.

The meeting made a start, and the list was opened."

COMMERCIAL.

Export of Straw Braid, etc.

The export of straw and woodchip braid this year has been very active. The total shipments of straw braid from Kobe in the last seven months amounted to Y2,760,643 in value, against Y2,302,935 for the corresponding period of last year, and that of woodchip braid to Y1,340,295, against Y474,106 last year.—"Japan Chronicle."

Osaka Municipal Loan Issue Postponed.

It is stated that the Osaka Municipal Loan bonds amounting to Y1,000,000, and the debentures of the Osaka Shosen Kaisha of Y3,000,000, which had been arranged to be placed on the market early this month, have been postponed till the Imperial funeral is over, as depression is prevailing on the money market on account of the death of the Emperor.

The Export of Japanese Vinegar.

The American authorities have enforced some new regulations regarding the importation of vinegar, says the "National Review." The authorities at Honolulu destroyed a portion and sent back the remainder of a shipment of Japanese vinegar brought by the Tenyo-maru last month, which was found below standard. Any vinegar which does not contain 4 grammes of acetic acid in 100 cubic centimetres is not allowed to be imported into American territory.

Japanese Trade Notes.

Kobe, August 13.—Investigations made by the Department of Agriculture and Commerce show that the total value of hats and caps exported from this country during the half-year ending June amounted to Y2,513,692, an increase of Y2,010,922, or about five times, on the figures for the corresponding period of last year. The increase was due to the Revolution in China and the cutting of queues. The demand for hats and caps in China is expected to increase further. Classified according to their nature the quantity and value of each line are as follows:

	Quantity. Dozens.	Value.
Straw hats	185,517	Y752,321
Imitation Panama	47,130	1,015,873
Others	—	745,498

Hokien Bank for Singapore.

At a largely attended preliminary meeting of shareholders in the proposed Chinese Commercial Bank, Ltd., held on Saturday, the 17th instant, at the Chinese Chamber of Commerce, in Hill Street, Singapore, under the presidency of Mr. Lee Choon Guan, the following were elected the first directors:—Messrs. Lim Peng Siang, Lee Choon Guan, Tan Kah Keh, Dr. S. C. Yin, Yeo Cheng Hai, Seet Tiong Wah, Seow Eng Tin, Chia Yew Siang, Tan Sian Cheng, the Hon. Tan Jiak Kim, C.M.G., Liao Chia Heng and Tan Chay Yan. The meeting decided to register the company forthwith with a nominal capital of $4,000,000. The present issue of $2,000,000 is at present oversubscribed. The temporary office of the proposed bank is at 61 Kling Street, Singapore, and Mr. Seow Poh Leng is the secretary pro tem.—"Straits Times."

Activity in Exports to China.

The export of goods from Kobe to China still continues very active. Every steamer on the N. Y. K. Shanghai line is fully loaded with cotton yarn and fabrics and matches. The demand for matches in China is particularly in evidence. If the export of matches continues at the present rate, the total value of matches exported this year is expected to exceed a value of Y13,000,000. But owing to the scarcity in the supply of vessels, a large quantity of matches is shut out by every steamer on the Shanghai line. Exporters of matches have requested the Nippon Yusen Kaisha to devise some means of preventing this shutting out of cargo. In reply it is stated that the cargo to Shanghai generally having increased suddenly, the Nippon Yusen Kaisha has been accepting cargo in the proportion of tonnage applied for by shippers, and the company is not in a position to give special consideration to matches.

COMMERCIAL.

Kolar Gold Output.

The value of the first instalment of July's output of gold from the Kolar Gold Fields, despatched to Bombay for shipment to London, is as follows:—Mysore mine, Rs. 4,81,500; Champion Reef, Rs. 2,16,585; Ooregaum, Rs. 2,50,605; Nundydroog, Rs. 1,94,889-13; total Rs. 11,43,759-13

Philippine Hemp.

Hemp receipts since 1st January have been:—

at Manila	...	687,386 bales
„ Cebu and Hoilo		137,024 „
Total...		824,410 bales
Against...		581,076 bales in 1911
„	...	167,733 „
„	...	748,809 bales

Singapore Produce.

August 20, 1912.

Gambier buyers	$	9.40
„ (Cube No. 1) unpicked	... „	14.00
Copra Sundried	... „	10.75
„ Mixed	... „	10.25
Pepper, Black buyers	„	20.00
„ White 5 per cent.	„	32.50
Sago Flour Sarawak	... „	4.00
„ Brunei No. 1	„	nom.
Pearl Sago	... „	5.75
Coffee Bali	... „	33.50
Coffee Palembang 10 per cent. basis	... „	33.50
Tapioca, small flake	... „	9.00
„ small pearl	... „	...
„ med. pearl	... „	8.60
Tin	... „	104.00
Opium, China	... „	3,200
„ Straits	... „	1,250
Rice, Rangoon White	... „	220
Rice, Siam No. 1	... „	3 20
„ No. 2	... „	

Japan's Australian Wool Purchases.

The Sydney Minister for Agriculture has received information from Mr. J. B. Suttor (N.S.W. commercial agent in the East), showing the growth of New South Wales wool trade with Japan. Figures given by Mr. Suttor show that compared with the first quarter of last year, the imports into Japan from Australia increased by 72 per cent., while the total imports of wool increased by 42 per cent. The figures may be compared thus:—

Imports from Australia.

January-March, 1911	...£164,851
January-March, 1912	...£234,354
Increase ...	.....£199,503

Total Imports.

	Jan. to Mar. 1911.	Jan. to Mar. 1912.
Tops	£180,765	£173,053
Raw Wool	141,690	285,816
Total	...322,455	258,869
Increase	136,414	—

The following table shows whence the imports for this year came:—

Australia supplied	£284,354	4	0
England supplied	133,118	18	0
Germany supplied	7,303	4	0
France supplied	6,086	6	0
China supplied ...	3,138	2	0
Belgium supplied	2,232	12	0
Other countries...	22,636	12	0
Total	£458,869	18	0

—"Town and Country."

Beancake for Yokohama.

According to the market report published by Messrs. Ichinose and Co., Yokohama, beancake imported from Dairen and Newchwang to Yokohama from January this year to July totalled 3,823,148 cakes, showing a decrease of one per cent. from the corresponding period of last year, but a remarkable increase over 1910 and 1909.

The particulars follow:

	1912. Tons.	1911. Tons.	1910. Tons.
Jan.	635,644	464,096	125,000
Feb.	646,353	442,880	260,176
March	385,665	663,000	252,614
April	809,300	867,738	836,064
May	519,288	1,133,196	684,096
June	577,891	351,307	650,566
July	108,108	305,909	366,293
	3,823,148	4,228,826	3,214,709

An official of the South Manchuria Railway Company has been sent to Germany to study up-to-date methods of coal-mining. On his return labour-saving appliances will be installed at the Fushun collieries, and it is anticipated that the daily output will be increased to 6,000 tons. Reports published of late indicate that the Fushun collieries are badly in need of markets for their product, difficulty having been experienced in profitably disposing of the present output.

Public Auctions.

PUBLIC AUCTION.

By Order of the Executors of the Will of the late Mr. H. N. COOPER, the VERY VALUABLE LEASEHOLD PROPERTIES Situate and Being Nos. 2, 4, 6, 8, 10, and 12, Mosque Street, Victoria, Hongkong, to be sold by PUBLIC AUCTION on FRIDAY, the 30th day of August, 1912, at 12 o'clock Noon, in six Lots by Messrs. HUGHES & HOUGH, Auctioneers, at their Auction Rooms at No. 8, Des Vœux Road, Central.

The Properties consist of:—

Lot 1. The piece of ground and premises thereon known as No. 12 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857 and registered in the Land Office as SUBSECTION 2 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,054 square feet or thereabouts.

Proportion of Crown Rent $4.00 per annum.

Lot 2. The piece of ground and premises thereon known as No. 10 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as SUBSECTION 1 OF SECTION A OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,119 square feet or thereabouts.

Proportion of Crown Rent $1.12 per annum.

Lot 3. The piece of ground and premises thereon known as No. 8 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,054 square feet or thereabouts.

Proportion of Crown Rent $4.00 per annum.

Lot 4. The piece of ground and premises thereon known as No. 6 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as SECTION B OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,180 square feet or thereabouts.

Proportion of Crown Rent $1.29 per annum.

Lot 5. The piece of ground and premises thereon known as No. 4 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,157 square feet or thereabouts.

Proportion of Crown Rent $1.13 per annum.

Lot 4. The piece of ground and premises thereon known as No. 6 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as SECTION B OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,168 square feet or thereabouts.

Proportion of Crown Rent $1.28 per annum.

Lot 6. The piece of ground and premises thereon known as No. 2 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 58.

Total Area 2,851 square feet or thereabouts.

Proportion of Crown Rent $1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the office of Messrs. DEACON, LOOKER AND DEACON, 1, Des Voeux Road, Central, Vendor's Solicitors, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong 3rd Aug, 1912. (571)

PUBLIC AUCTION of VALUABLE LEASEHOLD PROPERTY.

MR. GEO. P. LAMMERT has received instructions from Messrs. Percy Smith, Seth and Fleming, liquidators of Geo. Fenwick & Co., Ltd. (In liquidation) to sell by Public Auction on THURSDAY, the 29th August, 1912 at 12 o'clock (Noon) at his Sales Rooms, Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY

Registered as Marine Lot 285, containing on area of 201,132 Square Feet (or thereabout). Annual Crown Rent $2,069—held under a Crown Lease for Seventy-five Years from 31st March, 1904.

The above lot has a well built seawall and is very suitable for Godown or Factories.

Also,

A permanent pier.

For Further particulars, apply to GEO. P. LAMMERT, Auctioneer, or PERCY SMITH, SETH & FLEMING, The Liquidators.

Hongkong, 21st August, 1912. [609

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction, on WEDNESDAY, the 28th August, 1912, commencing at 11 A.M., at his Sales Rooms, Duddell Street.

A quantity of SUMMER and AUTUMN MATERIAL (Best English Woollens); Comprising:—

BLUE SERGES, WORSTEDS, FLANNELS, TWEEDS, Etc., Etc., in suit lengths.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 26th Aug., 1912. [618

NOTICE.

G. [illegible] R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of September, 1912, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Mount Parish and May Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Boundary Measurements			Area	Upset Price	Deposit
			Square Feet.	$	$
Annual Rent.					
Deposit in Bg. fr.					
Contents in Sq. ft.			10,000	600	300
Boundary Measurements.	N.W.	ft.	100	170	85
	S.E.	ft.	100	170	85
	S.W.	ft.	100	170	85
	N.E.	ft.	100	170	85
Locality			South West of Inland Lot No. 1387 (Naval Dockyard) Hongkong Harbour.		Inland Lot No. 1387 Kowloon Bay.
Registry No.			Inland Lot No. 1387		Inland Lot No. 1387

1st September 1857 and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 58.

Total Area 2,851 square feet or thereabouts.

Proportion of Crown Rent $1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the office of Messrs. DEACON, LOOKER AND DEACON, 1, Des Voeux Road, Central, Vendor's Solicitors, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong 3rd Aug, 1912. (571)

PUBLIC AUCTION of VALUABLE LEASEHOLD PROPERTY.

MR. GEO. P. LAMMERT has received instructions from Messrs. Percy Smith, Seth and Fleming, liquidators of Geo. Fenwick & Co., Ltd. (In liquidation) to sell by Public Auction on THURSDAY, the 29th August, 1912 at 12 o'clock (Noon) at his Sales Rooms, Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY

Registered as Marine Lot 285, containing on area of 201,132 Square Feet (or thereabout). Annual Crown Rent $2,069—held under a Crown Lease for Seventy-five Years from 31st March, 1904.

The above lot has a well built seawall and is very suitable for Godown or Factories.

Also,

A permanent pier.

For Further particulars, apply to GEO. P. LAMMERT, Auctioneer, or PERCY SMITH, SETH & FLEMING, The Liquidators.

Hongkong, 21st August, 1912. [609

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction, on WEDNESDAY, the 28th August, 1912, commencing at 11 A.M., at his Sales Rooms, Duddell Street.

A quantity of SUMMER and AUTUMN MATERIAL (Best English Woollens); Comprising:—

BLUE SERGES, WORSTEDS, FLANNELS, TWEEDS, Etc., Etc., in suit lengths.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 26th Aug., 1912. [618

NOTICE.

G. [illegible] R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of September, 1912, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Mount Parish and May Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Boundary Measurements			Area	Upset Price	Deposit
			Square Feet.	$	$
Annual Rent.					
Deposit in Bg. fr.					
Contents in Sq. ft.			10,000	600	300
Boundary Measurements.	N.W.	ft.	100	170	85
	S.E.	ft.	100	170	85
	S.W.	ft.	100	170	85
	N.E.	ft.	100	170	85
Locality			South West of Inland Lot No. 1387 (Naval Dockyard) Hongkong Harbour.		Inland Lot No. 1387 Kowloon Bay.
Registry No.			Inland Lot No. 1387		Inland Lot No. 1387

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York.
London Office:—36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Reserve $6,600,000
about £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 29th July, 1912 [19

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORISED CAPITAL Yen		48,000,000
PAID-UP CAPITAL ...	„	30,000,000
RESERVE FUND ...	„	17,500,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwan
Calcutta	New Yorkg
Changchun	Osaka
Dairen	Pekin
Fenz:	Ryojun Port (Arthur)
Hankow	San Franc sco
Honolu	Shanghai
Kobe	Tichling
Liao-Yang	Tientsin
London	Tokyo
Lyonr	

INTEREST ALLOWED ON CURRENT ACCOUNT.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. 18

Public Companies

NOTICE.

MR. W. LOGAN having resigned his appointment with this Company as from the 15th June, 1912, we hereby give notice that his Power of Attorney is withdrawn.

DAVID SASSOON & CO., LD.,

Hongkong, 20th Aug., 1912. [602

Notice

NOTICE.

THE CIVIL SERVICE CRICKET CLUB.

THE ANNUAL GENERAL MEETING of Members of the above named club will be held in the Pavalion, Happy Valley, on THURSDAY, August 29, at 6 P.M. for the purpose of considering and passing the Annual Reports and Statements of Accounts for the year ending August 1912.

M. W. BISHOP, Hon. Sec.

Hongkong, 24th Aug., 1912. [613

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. '32

FOR SALE.

OLD CHINA CURIOS.

A fine lot of China Vases:

1 Sang de bœuf (Ming Dynasty). (about 21 inches high).
1 Hong Hoa, black ground with roo birds. (18 inches).
1 Hong Hoa, black ground with red rose. (30 inches).
1 Hong Hoa black ground with white rose. (30 inches).
1 pair Ming Dynasty square shaped a black ground with seasonal flowers. (15 inches).
1 pair Hong Hoa, black ground with five colour rose. (24 inches).

And a lot of brown colour, white colour, pink colour, sky blue, and Shung Pottery, Ming Pottery, Hong Hoa five colour, Klen Loong five colour, apple red, etc.

These vases are seldom to be seen in any part of the world. They are famous for their beauty and effect.

Purchasers are respectfully requested to call any day between 2 & 3 P.M. at WING SHING HONG, No. 27, Bonham St. West, Hongkong.

Hongkong, 4th July, 1913 [603

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:
Sterling £1,000,000 at 2/- 15,000,000
SILVER 17,000,000
$32,000,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS
E. Shellim, Esq.—Chairman
F. H. Armstrong, Esq.—Deputy Chairman
S. H. Dodwell, Esq. — F. Lisk, Esq.
Andrew Forbes, Esq. — W. L. Pattenden
G. Friesland, Esq. — Hon. Mr. C. H. Ross
C. S. Gubbay, Esq. — H. A. Slade, Esq.
G. R. Laurens, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
ACTING MANAGER,
SHANGHAI—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED, On Current Accounts at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $2½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR, Chief Manager

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,650,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 11th April, 1912. [2

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin	Calcutta	Canton
Hamburg	Hankow	Kobe
Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT, Manager.

Hongkong, 9th Oct., 1911. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,000,000
Subscribed „	1,125,000
Paid Up „	562,000
Reserve Fund	365,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay.	Galle.
Calcutta.	Singapore.
Howrah.	Penang.
Madras.	Kota Bahru, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.
Kandy.	

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents' Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Exchange

Selling,		Buying,	
T/T	1/11 15/16	4 m/s. L/C	2/- 7/16
Demand	2/-	4 m/s. D/P	2/- 9/16
30 d/s	2/- 1/16	4 m/s. D/C	2/4
60 d/s.	2/- 3/16	30 d/s. Sydney & Melbourne	2/- 11/16
4 m/s.	2/- 5/16	30 d/s. San F'co & New York	49½
T/T. Shanghai	73½	4 m/s. Marks	209
T/T. Singapore	85½	4 m/s. France	2.57
T/T. Japan	97½	3 m/s. do	2.59
T/T. India	149½	Bar Silver, ready	28 9/16
Demand, India	149½	forward	28½
Demand, Manila	98½	Bank of England rate	3%
T/T. San Francisco and New York	48½	Sovereign	$9.93
T.T. Java	120		
T/T. Marks	204		
T/T. France	2.59		

Subsidiary Coins.

Discount per $100.

Chinese	...20 cts. pieces	...	$5 7/16
Chinese	...10 „	...	$6
Hongkong	20 „	...	$5½
Hongkong	10 „	...	$5 9/16

Opium Quotation.

Aug. 21.

Malwa, New	$3,125	per pic.
Malwa, Old	3,400	„
Malwa, V. Old	3,625	„
Persian, fine quality	1,450	„
Patna, New	4,050	per chs.
Patna, Old	3,850	„
Benares, New	4,085	„
Benares, Old	4,000	„

SHARE REPORT.

S—SELLERS SA—SALE B—BUYERS

Stocks & Paid up Value.		Closing Quots.			Last Dividend and Date.
BANKS.					
Hongkong & S'hai	$125	$800	b.		£3.0.0 at ex 2/-1/16 equal to $19.95 for ½ year ending 30-6-12
		£82.10			
MARINE INSURANCES.					
Canton	$50	$237½	b.		$16 for 1910
North China	£5	T180	s.		Interim of 10/- for 1911
Unions	$100	$800	b.		Final of $20 making $50 for 1910 and Interim of $30 for 1911
Yangtsze	£50	$187½	s.		$12 for 1909 and Int. of $3 on account of 1910
FIRE INSURANCES.					
China Fires	$20	$132	b.		$7 & b's of $2 for 1910
Hongkong Fires	$50	$355	b.		$27 for 1910
SHIPPING.					
China & Manilas	$25	$87	b.		$1 for 1906
Douglas Steamships	$50	$26	b.		5 p.c. for year end'g 30-6-11
Steamboats	$15	$26½			Dividend of $1 for half year ending 30-6-12
Indo-Chinas (Preferred) (Deferred)	£5	$65	b.		6% for year 1910 on preferred shares
"Shell" Transports	£1	108/-	s.		3/-per share Coupon No 18
		£11	b.		
"Star Ferry"	$10	$43	b.		15 p. c. for year ending 30.4.12
REFINERIES.					
China Sugars	$100	$115			$5 for 1911
Luzon Sugars	$100	$33½	s.		$3 for 1897
MINING.					
Chinese Engineerings	£1	32/6			1/6 per share final 1911 (Coupon No.18)
Tronohs	£1	73/9			
Raubs	£1	$3.60	b.		1s. 2d. per share on 150,000
DOCKS, WHARVES, & G'DOWNS.					
Kowloon Wharfs	$50	$62	b.		$3 for year ending 31.12.11
H. K. & W'poa Docks	$50	$46½	sa. & s.		$1 final dividend for year 1912
Shanghai Docks	T. 100	T.48	s.		Tls. 3 for 1911
Hongkew Wharfs	T. 100	T.95			Final of Tls. 8, making Tls. 6 for 1 191
LANDS, HOTELS, & BUILDINGS.					
Anglo French Lands	T.100	T.94	b.		Tls. 6 29-2-10
Hongkong Hotels	$50	$4.16	b.		$3 on old shares, $1.50 on new shares for half year 31-12-11
		$76	b.		
Hongkong Lands	$100	$102	s.		Interim div. of $3½ for 1912
Humphreys Estates	$10	$7½	b.		40 cents for 1911
Kowloon Lands	$30	$34	b.		$2.75 for 1911
Shanghai Lands	T. 80	T.38½			5% for half year to 30-6-12.
West Points	$50	$55	b.		Interim div. of $2 for 1912
Manila M'pole Hotel	P.10	P.8			15 per cent. for 1910
COTTON MILLS.					
Ewos	T. 50	T.98			T4 for year ended 31-10-10
Hongkong Cottons	$10	$5	s.		T7 for year ended 20-12-10
MISCELLANEOUS.					
China-Borneo	$12	$9	b.		50 cents 31.7.08
Light and Powers	$10	$1.35	s.		$1 for 1911
Do. (Spec. shares)	$1				
China Providents	$10	$8½	s.		70 cents for 1911
Dairy Farms	$6	$37½	sa.		$1.25 for year end'g 31-7-11
Green Islands	$10	$9½	b.		40 cents for 1911
Hongkong Electrics	$10	$22½	b.		$1.40 per share
Hongkong Ices	$25	$195			Interim of $2 for 1912
Hongkong Ropes	$10	$19			$1 interim account 1912
Langkats	£. 10	T.62½	s.		Interim div. T.1, 15-3-12 Interim div. T.1, 15-6-12
Morning Post	$25	$22			None
Peak Tramway	$10	$11	b.		80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30-4-12
Do. (new)	$1	$1			
Philippines	$10	$5	s.		None
H. Price & Co., Ld.	$10	$12	s.		$1.50 for 1910
Societe des Pulpes et Papieteries du Tonkin	Preferred $50 paid up $50	$33			First year
	Benefit	$150			
Shanghai-Sumatras	T. 20	T.110			No dividend this year
Steam Laundry	$5	$5			50 cts. for year end'g 30 5-1
United Asbestos Oriental Agency, Ld.	$10	$9½			20 per cent. per ordinary share for year ended 31-5-1912
United Asbestos Founders Shares	$10	$300			
Union Waterboat	$10	$10½	b.		75 cents. per share for year ending 31-12-11
Welcomes, Ltd.	$10	$16	b.		10 per cent. for year ending 31-7-10
Watson	$10	$4.90	b.		80 cents for 1910
William Powell	$7	$7	b.		

Corrected to 21st August, 1912.

WRIGHT AND HORNBY, Sharing General Brokers, 6, Des Voeux Road Central. Tel. address: Rectitude.

"The Telegraph" does not hold itself responsible for any of the quotations above.

A DANGEROUS SOCIETY.

Registrar-General on the Influx of Bad Characters.

In the course of his annual report Mr. E. R. Hallifax, acting Registrar General, says:—"In the summer the existence of a dangerous secret society, called the Hung To Society, was detected and its president Hung Ham banished. The hands of the Government have now been strengthened in dealing with these matters by the passing of the Societies Ordinance 1911 by which all Chinese Clubs and Societies are required to register or claim special exemption from the Registrar General.

Bad Characters.

"Towards the end of the year the influx of more bad characters from the Kwong Tung Province, owing to the Revolution and the excessive jubilation of the Chinese lower classes over the successes of the republican troops, led to several outbreaks of mafficking, resulting in several cases in assaults on the police.

"The most serious outbreak was an attack by a mob on an English police officer who had arrested an offender, and the wrecking of a Chinese shop in which the officer took refuge. On the recommendation of the Registrar General the shop owner was awarded $300 compensation.

"The possibility of the trouble spreading led to the proclamation of the Peace Preservation Ordinance, with its severe penalties. The police force was temporarily strengthened and the District Watchmen Committee took energetic measures—by the engagement of lecturers and otherwise—to prevent further outbreaks. The measures taken have been entirely successful; although peculiar and distorted views of "independence" ("Tsz Yau"), bred by the Revolution and interpreted to his own liking by every coolie, will have a permanent effect on the traditional submission to regulation which has hitherto simplified the duties of officials.

"Seven appeals against the execution of banishment warrants were received and investigated, and in several other cases enquiries were made at the gaol into the statements of prisoners under sentence of banishment who protested their innocence. A slight alteration in the procedure in cases of banishment was initiated during the year. It is now necessary for the Registrar General to interview the people whose banishment is under consideration before the issue of the warrant. The value of this innovation is doubtful: in a majority of the cases summonsed to appear are neglected; and in all, the summons acts as a warning—resulting often in a voluntary absence for a short period from the Colony with no penalty for return.

Kidnapping of Children.

"The case of the alleged kidnapping of the son of a Canton official to Hongkong was reported, but the boy could not be found. In another case four children were kidnapped from a village near Canton and held to ransom in Hongkong. The parents paid several thousand dollars ransom; but no complaint or report was made in time for any action to be taken in the Colony.

"The kidnapping of children for sale must continue so long as the children can be disposed of for money in respectable families. The Chinese do not view such purchases as in themselves an offence; and in fact the children disposed of are in the vast majority of cases infinitely better off in their new circumstances. Purchased children could be found in probably 90 per cent. of the well-to-do Chinese families in the Colony; and in most of the cases they have all the rights and privileges of a proper member. While this is so, kidnapping is rated at its proper value—an offence just as serious in Chinese as in Western eyes; but the prevalence of the custom of purchase opens the door to abuse, and increases the difficulty of discovering and dealing with cases of kidnapping.

"Cases of kidnapping from the North during the year were rare. One child was taken to the Po Leung Kuk, but the woman who brought him from Shanghai was acquitted."

MANILA HEMP.

Complaint from Hongkong as to Packing.

A matter has been presented to the Manila merchants' association which says the "Cablenews American," involves considerable thought on the part of exportors and growers of hemp who ship their product through the port of Manila. This is a communication from the Hongkong representative of the Trans-Pacific tariff bureau requesting that the association exert its efforts to cause a uniform baling system to be adopted.

At the present time, says the letter, the average size of bales of hemp shipped from Philippine ports is about 12 feet, 6 inches, but individual bales vary from 10 feet, 5 inches to 15 feet, cubic measurement. This causes great inconvenience to the steamship companies, and results in great loss of space by reason of the varying sizes of the bales.

Another matter which is brought to the attention of hemp shippers is illegible marking of bales which frequently causes difficulty in effecting deliveries at points of destination.

The economic committee of the association has taken the matter in hand, and will bring it to the attention of the proper persons.

A SHREWD COMMENT.

"Truth" and Our Motor-car Traffic.

"Truth" follows up its observations on the motor-car traffic in Hongkong with this:—

"With reference to my remarks last week upon the new regulations for motor-car traffic in Hongkong, a correspondent who has spent two years in that delectable spot tells me that the Government is showing sound judgment in practically prohibiting the use of cars, as the roads are too narrow, the slopes too precipitous, and the distances too small to make the motor-car of practical value. I have never been to Hongkong, so I cannot controvert him, but as he winds up with the remark that he 'can quite understand motorists creating an outcry against the Government, as no one but a lunatic would take a motor-car to Hongkong', I fear he must be prejudiced against them." That is a shrewd comment. The gentleman who spent two years here is, in the light of recent events, probably wishing now that he had held his peace.

CHINESE AIRMAN KILLED.

Fatal Fall Near Canton.

Writing under date of yesterday, our Canton correspondent says:—

Mr. Fung Yu, the Chinese airman, made a flight on his aeroplane in the vicinity of the military camp situated in In-tong, and unfortunately met with a lamentable accident, which cost him his life. In the presence of thousands of spectators, the aviator got well away, but when the machine had ascended a height of about 100 feet, something untoward occurred, and the aeroplane dropped to the ground without warning. As it fell, it came into contact with the bamboo trees and the machine was broken to pieces when it reached the ground. Mr. Fung was seriously injured by the iron railways, and fell to the ground unconscious. He was subsequently removed to the military hospital in the nothern parade ground, where he soon expired.

TAXICABS FOR TOKIO.

A Taxicab Company has been formed in Tokio and will start business on the 15th. According to the "Japan Mail," the Company is to have six taxicabs at Uyeno and the same number at Shimbashi, as a beginning; but from January next year they will operate one hundred cabs. The fare will be 60 sen a mile, and ten sen for every additional half mile irrespective of the number of passengers. Thus between Uyeno and Shimbashi, a distance of three and a half miles, the fare will be Y1 10, between Aoyama, Sanchome and Shimbashi, three miles, Y1; and between Aoyama, Sanchome and Ueno, five miles, Y1.60.

POST OFFICE.

As the German Mail Steamer for Europe will in future leave at 10 a.m. the times of closing the Mail have in consequence been fixed earlier.

Only fully prepaid letters and postcards are transmissible by the Siberian, Route to Europe. Letters for this route should be superscribed via Siberian.

The Parcel Post to the Chinese provinces of Hupeh and Hunan is now resumed.

MAILS VIA SIBERIA.

Left London	Due Shanghai
Aug. 7	Aug. 24
Aug. 11	Aug. 26

MAILS DUE.

English, India, 28th inst.
Siberian, Anhui, 29th inst.
American, Shinyo Maru, 30th inst.
German, Gneben, 4th prox.

MAILS CLOSE.

Fort Bayard, Haiphong Pakhoi and Saigon—Per Si-kiang, 28th Aug., 8 A.M.

Delagoa Bay, Durban, Port Elizabeth, East London, Mossel Bay, and Cape Town—Per Baron Cawdor, 28th Aug., 9 A.M.

Swatow—Per Haimun, 28th Aug., 10 A.M.

Straits and Burmah—Per Itola, 28th Aug., 11 A.M.

Japan via Nagasaki—Per Kumano-maru, 28th Aug., 11 A.M.

Hoihow and Siam—Per Halvard, 28th Aug., 11 A.M.

Japan via Yokohama—Per Japan, 28th Aug., NOON.

Straits and India via Calcutta—Per A. Apcar, 28th Aug., NOON.

Macao—Per Sui Tai, 28th Aug., 1.15 P.M.

Hongay—Per Suisang, 28th Aug., 3 P.M.

Hoihow, Haiphong and Pakhoi—Per Mathilde, 28th Aug., 5 P.M.

Siberian Mail.

Shanghai and North China (Europe, via Siberia)—Per India, 29th Aug., 9 A.M.

Shanghai, North China and Japan via Yokohama—Per Austria, 29th Aug., 11 A.M.

Samarang and Sourabaya—Per Petchaburi, 29th Aug., 11 A.M.

Macao—Per Sui Tai, 29th Aug., 1.15 P.M.

Shanghai and North China—Per Chinhua, 29th Aug., 3 P.M.

Swatow, Amoy and Foochow—Per Haiyang, 30th Aug., 10 A.M.

Philippine Islands, Australia, Tasmania and New Zealand—Per Changsha, 30th Aug., 11 A.M.

Swatow, Amoy and Foochow—Per Miyajima-maru, 30th Aug., 11 A.M.

Macao—Per Sui Tai, 30th Aug., 1.15 P.M.

Saigon—Per Telemachus, 30th Aug., 3 P.M.

Shanghai, North China, and Japan via Kobe—Per Namsang, 31st Aug., 10 A.M.

Straits and India via Calcutta—Per Fooksang, 31st Aug., 10 A.M.

English Mail.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, Aug. 30th at 5 p.m.—Per Anaya, Aug., 31st 11 a.m.

Philippine Islands—Per Yuensang, 31st Aug., 1 P.M.

Macao—Per Sui Tai, 31st Aug., 1.15 P.M.

Weihaiwei and Tientsin—Per Kuichow, 31st Aug., 3 P.M.

Shanghai and North China—Per Anhui, 31st Aug., 5 P.M.

Ningpo, Shanghai and North China—Per Hupeh, 31st Aug., 3 P.M.

Ningpo, Shanghai and North China—Per Hangsang, 31st Aug., 5 P.M.

Haiphong, Pakhoi and Saigon—Per Singan, 31st Aug., 5 P.M.

Swatow—Per Haimun, 1st Sept., 9 A.M.

Philippine Islands—Per Rubi, 2nd Sept., 3 P.M.

Tientsin—Per Cheongshing, 2nd Sept., 3 P.M.

Swatow, Amoy and Foochow—Per Haicheng, 3rd Sept., 10 A.M.

German Mail.

Philippine Islands—Per Taming, 3rd Sept., 3 P.M.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples.—Per Klein, 4th Sept., 2 A.M.

SHIPPING NEWS.

ARRIVED.

Lai Sang, Br. s.s., 2,224, E. J. Todd, 26th Aug.—Moji 22nd Aug., Gen—J., M. & Co.

Newcastle, Br. cruiser, 4,800, G. P. E. Hunt, 26th Aug.—Weihaiwei.

Nikko Maru, Jap. s.s., 3,439, Yagi, 27th Aug.—Nagasaki 23rd Aug., Gen.—N. Y. K.

Petchaburi, Br. s.s., 1,373, C. Goscwich, 27th Aug.—Samarang 18th Aug., Sugar.—B. & S.

Yuensang, Br. s.s., 1,128, P. H. Rolf, 27th Aug.—Manila 24th Aug., Gen.—J., M. & Co.

Haimun, Br. s.s., 841, J. W. Evans, 27th Aug.—Swatow 26th Aug., Gen—D. L. & Co.

Fri, Nor. s.s., 860, Wagle, 27th Aug.—Canton 26th Aug., Gen.—A. T. & Co.

Mexican Prince, Br. s.s., 1,953 J. C. Young, 27th Aug.—Balik Pappan, Bulk oil.—A. P. Co.

Ellen Riekmers, Ger. s.s., 2,652, H. Ahler, 27th Aug.—Sabang 17th Aug., Gen.—M. B. K.

CLEARANCES AT THE HARBOUR OFFICE.

Haitan, for Foochow.
Inaba-maru, for Seattle.
Ellen Riekmers, for Yokohama.
Mishima-maru, for London.
Baron Cawder, for Delagoa.
Helene, for Tamsui.
Kaifong, for Iloilo.
Kwangtah, for Shanghai.
Tsintau, for Bangkok.
Chongya, for Kwongchowwan.
Chowtai, for Bangkok.
Kaifuku, for Sourabaya.
Estonia, for Tarakam.
Si-kiang, for Haiphong.
Kumano-maru, for Yokohama.

DEPARTED.

Aug. 27.

Persia, for San Francisco.
Inaba-maru, for Straits.
Omi-maru, for Shanghai.
Hangtsang, for Canton.
Glenfalloch, for Singapore.
Tientsin, for Singapore.
Haitan, for Foochow.
Kwangtah, for Shanghai.
Kaifong, for Philippine Islands.
Helene, for Tamsui.

PASSENGERS ARRIVED.

Per s.s. Korea, arrived 26th Aug., from San Francisco, &c.:—

Bachrach, Miss S.
Bawn, C. B.
Crowe, W. C.
Chan Aji
Chase, Miss P. P.
Cooke, John. R.
Desdien, Mr. and Mrs. G. F.
Eskridge, J. P.
Edie, J. W.
Graybill, H. B.
Gachos, S. F.
Graybill, Mrs. H. B.
Heusner, Mrs. Geo.
Heusner, Miss M.
Hoppelor, G.
Hassan, Mr. and Mrs. A. R.
Hunt, Th. Van
Ingersoll, Frank E.
Joshimura, N.
Junger, H.
Kamaroff, Miss D.
Macber, Mrs.
Murphy, Mrs. and Miss J. B.
Macher, Miss M. S.
Mahoney, Mrs. E.
Moroni, V.
Molian, A.
McDonald, Mrs. M.
Naptaly, Miss C.
Naptaly, Miss V.
Naptaly, Mr. and Mrs. H.
Nass, R. H.
Nanen, J.
Olson, Mrs. C. G.
Popence, F. W.
Popence, P. B.
Pershing, Genl. J. J.
Remer, Mr. and Mrs. Chas. F.
Reburn, Mr. and Mrs. W. L.
Stein, A.
Swift, Lieut. Q. P.
Trembley, R.
Taylor, Mr. and Mrs. F. A.
Taylor, Mr. and Mrs. S. W.
Tottenham, Miss
Taylor, Miss M. P
Trembley, Mrs. R.
Tait, Stewart
Walker, W. B.
Walker, Master Dick
Walker Master J. Wile, S.
Walker, Master D.
Willitts, Mr. and Mrs. Chas. D.
Ward, B. Q. J., Jr.
Ward, Miss C. S.

Per s.s. Yuensang, arrived 27th Aug., from Manila:—

Brown, J.

Per s.s. Nikko Maru, arrived 27th Aug., from Nagasaki, &c.:—

Davidson
Davidson, Miss
Doble, Miss A.
Gardiner, Wm.
Fittock
Kiyama, S. A.
Kumura, Mrs. A. O.
Lambert, W. C.
Loo Koon-wai
Magill, Miss E.
Perkins, Miss E.
Ralph, Major and Mrs. A.
Stephens, Miss
Shiroto, K.
Yura, H.

	August 26th, 10 a.m.	4 p.m.
Barometer	29.78	29.67
Temperature	78	85
Humidity	91	77
Rain	0.49	—

TIDE TABLE.

Aug. 27th to 2nd Sept. 1912

Day of Week	Day of Month	High Water Hongkong Mean Time.	Height in Ft.	Low Water Hongkong Mean Time.	Height in Ft.
Tues.	27	m 3 37	7.3	m 9 39	3.6
		30 6	4.7	3 40	2.0
Wed.	28	m 9 35	7.3	m 9 59	3.3
		30 51	4.9	4 9	2.1
Thur.	29	m 9 31	7.2	m 3 25	3.0
		30 33	5.1	4 38	1.4
Fri.	30	m 10 26	7.2	4 0	2.3
		30 17	5.3	5 5	1.7
Satur.	31	m 11 1	6.6	m 4 37	2.5
		31 20	5.3	5 33	1.5
Sun.	1	m 11 59	6.0	m 5 16	2.6
		31 51	5.2	5 54	2.7
Mon.	2	0 30	5.1	m 6 5	2.6
				6 13	3.0

m morning a afternoon.

VESSELS IN PORT.

STEAMERS.

Arratoon Apcar, Br. s.s., 2,610, R F. Thomasi, 22nd Aug.—Moji 17th Aug., Gen.—D. S & Co.

Baron Cawdor, Br. s.s., 2,704, J. G. Fullerton, 19th Aug.—Yokohama and Kobe 12th Aug., Gen.—G. & Co.

Changsha, Br. s.s., 1,463, Priest, 26th Aug.—Australia 3rd Aug., Gen.—B. & S.

Chow Tai, Ger. s.s., 1,115, W. Reher 23rd Aug.—Hoihow 22nd Aug., Rice.—B. & S.

Fook Sang, Br. s.s., 1,987, S. A. Mitchell, 25th Aug.—Moji 20th Aug., Gen.—J. M. & Co.

Haldis, Nor. s.s., 1,065, Y. Jorgensen, 23rd Aug.—Bangkok and Swatow 14th Aug., Gen.—T. & Co.

Halvard, Nor. s.s., 1,066, C. Anderson, 23rd Aug.—Bangkok and Swatow 22nd Aug., Gen.—Kin Tye Loong.

Japan, Br. s.s., 3,083, Archdeacon, 23rd Aug.—Singapore 18th Aug., Gen.—D. S. & Co.

Kaijo Maru, Jap. s.s., 1,292, Y. Yamamoto, 24th Aug.—Swatow 23rd Aug., Sundries.—O. S. K.

Kohsichang, Ger. s.s., 1,293, Roscher, 23rd Aug.—Sourabaya 13th Aug., Sugar.—B. & S.

Korea, Am. s.s., 5,651, A. W. Nelson, 26th Aug.—San Francisco via Ports 26th July, Mail and Gen.—P. M. S. S Co.

Kumchow, Br. s.s., 1,450, Martin, 26th Aug.—Saigon 22nd Aug., Rice.—Man Fat & Co.

Kumano Maru, Jap. s.s., 3,147, M. Winckler, 26th Aug.—Manila 24th Aug., Gen.—N. Y. K.

Locksun, Ger. s.s., 1,020, W. Taubert, 13th Aug.—Labuan, Gen.—B. & S.

Mathilde, Ger. s.s., 831, Ulaerup, 25th Aug.—Haiphong, Pakhoi and Hoihow 24th Aug., Gen.—J. & Co.

Mishima Maru, Jap. s.s., 5,270, A. G. Moses, 26th Aug.—Shanghai 23rd Aug., Gen.—N. Y. K.

Si Kiang, Fr. s.s., 615, E. de Catalogo, 5th Aug—Haiphong 24th Aug, Gen.—M. M.

Sui Sang, Br. s.s., 1,760, S. J. Payne, 20th Aug.—Sourabaya and Batavia 11th Aug, Gen.—J., M. & Co.

Telemachus, Br. s.s., 1,340, Fraser, 25th Aug.—Saigon, Gen.—Wo Fat Sing.

Tsintau, Ger. s.s., 1,002, F. Burking, 23rd Aug.—Bangkok via Swatow 15th Aug, Rice.—B. & S

Ulv, Nor. s.s., 883, J. Pedersen, 19th Aug.—Kebau Port Vullat 16th Aug., Gen.—T. & Co.

SAILING VESSEL

Comet, Br. 4-masted barque, 2,890, W. J. Davis, 18th June—New York 3rd Feb., Oil.—S. O. Co.

SHIPS PASSED THE CANAL.

London, July 26, 1912.

Arrivals from China:—Hyson-Iyo Maru, Arabien.

The following vessels have passed the Canal:—Machaon, Nore, Ulysses.

London, July 30.

Arrivals from China:—Bayern, E. F. Ferdinand, Himalaya, Peleus, Scandia.

The following vessels have passed the Canal:—Caledonien, Prinz Ludwig, Prometheus, Salazie, Tydeus.

London, August 2.

Arrivals from China:—Andalusia, Derfflinger, Hector, Schuylkill.

The following vessels passed the Canal:—Benlomond, Hirano Maru, Palma, P. F. Friedrich, Seneca, Stentor, Den of Glamis.

London, August 3rd.

Arrival from China:—Syria.

London, August 6.

Arrival from China:—Salazie.

The following vessels have passed the canal:—Hitachi Maru, Liberia, Bramley.

London, August 9.

Arrivals from China:—Hirano Maru, Prometheus.

The following vessels have passed the Canal:—Denbighshire, Namur, Ocranien, Sachsen, Teenkai, Alesia Thesono, Africa, Glenfarg.

London, August 13.

Arrivals from China:—Lothian, P. E. Friedrich, Stentor, Walton Hall.

The following vessels have passed the Canal:—Ajax Koerber, Wing Suey Simla, Glenshiel, Burmese Prince.

London, August 16.

Arrivals from China:—Liberia, Oceanien, Tydeus.

The following vessels have passed the Canal:—Benavon, China, Goeben, Segovia, Tango Maru.

London, August 20.

Arrivals from China:—Ajax, Benvorlich, Teenkai.

The following vessels have passed the Canal:—Baron Napier, Bellero, phon, Benavon, Brasilia, Japan, Menelaus, Middleham Castle, Miyasak, Maru, Myrmidon, St. Patrick, Sydney, Yorke.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARK
LONDON, VIA USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cockman, R.N.R.	Noon, 31st Aug.,	Freight and Passage.
LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.....	NUBIA Capt. F. J. Fox,	About 4th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR Capt. A. Collyer,	About 5th Sept.	Frei and Passage
SHANGHAI, MOJI, KOBE & YOKOHAMA ..	PALMA Capt. H. W. A. Clark, R.N.R.	About 30th Aug.	Freight only
SHANGHAI	INDIA Capt. G. W. Gordon, R.N.R.	10 A.M. 29th Aug.	Freight and Passage

For further particulars, apply to

H. W. D. BALLARD.
Acting Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 26th August, 1912.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS.		TO SAIL ON
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	KLEIST Capt. L. Nass	17,000	WED'DAY, 4th September, 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	GOEBEN Capt. G. Lindemann	17,300	About WED'DAY, 4th September.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ SIGISMUND Capt. D. Lenz	6,000	SATURDAY, 7th September at 9 A.M.
KOBE and YOKOHAMA	PRINZ WALDEMAR Capt. H. Bremer	6,.00	About TUESDAY, 17th Sept.
KUDAT & SANDAKAN...	BORNEO Capt. F. Sembill		Middle of September.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th August, 1912. [7

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
HAIYANG ...	A. E. Hodgins ...	FRIDAY, 30th Aug., at 11 A.M.
HAICHING...	W. C. Passmore...	TUESDAY, 3rd Prox., at 11 A.M.

During the months of July and August.—Return Tickets available for three months will be issued at a reduction of 20 per cent. on the usual rate to Foochow.

FOR SWATOW AND RETURN. (Occupying 3 Days).

HAIMUN.....	J. W. Evans	WED'DAY, 28th Aug., at 11 A.M.
HAIMUN.....	J. W. Evans.....	SUNDAY, 1st Sept., at 10 A.M.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EMPIRE.....	On the 23rd Aug.,	On 14th Sept., Noon.
ST. ALBANS	On the 20th Sept.,	On 12th Oct., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

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Printed and Published by the Proprietor, Dr. J. W. Noble, at 47 Des Voeux Road Central, in the City of Victoria, Hongkong.